

Superb Full-length Picture of Admiral Dewey, in Nine Colors, Drawn by Our Famous War Artist, Howard Chandler Christy, Is the Supplement Contained in This Issue. See that You Get It.

LESLIE'S WEEKLY

ILLUSTRATED

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ADMIRAL GEORGE DEWEY,

AS HE WILL APPEAR IN FULL-DRESS UNIFORM ON THE OCCASION OF THE NATION'S MAGNIFICENT WELCOME TO THE RETURNING HERO.

LESLIE'S WEEKLY.

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The Hero's Home-coming.

RARELY in American history have the hearts of the American people gone out with so much of genuine affection and sincere admiration as they go out to Admiral George Dewey to-day. Comparatively unknown less than eighteen months ago, he has risen within that time to a permanent place in the line of the illustrious patriots who have given the American nation its prestige and power. He is counted worthy to stand with Washington, Jefferson, Lincoln, Grant, and Farragut as one whose bravery, genius, and aptitude have added an abiding lustre to the American name. He sailed away from America to Asia with his fleet, a commodore in the routine line of duty. He comes back to the headship of the American navy a full admiral, the third naval hero in American history to bear this high honor.

Never before has the home-coming of an American citizen from a foreign land been the subject of so much eager solicitude nor attended with so much popular interest. Nearly a hundred million of people hold out their hands to give him welcome, and lift up their voices in joyful greeting. A more royal home-coming no hero has ever had. He has not been a seeker after fame or honors. They have come to him in the plain and simple doing of his ordered duty. The opportunity was there for him in Manila Bay. The hour came and he proved himself to be the man for the hour. And the hero and conqueror of that glorious 1st of May has proved his title by his conduct in days of peace. He has been as modest and wise as he has been brave and efficient. In the performance of the delicate and arduous duties which fell to his lot after the destruction of the Spanish fleet, and subsequently, after the fall of Manila, he showed himself to be possessed of administrative abilities of the highest order. He talked little, but did much. He was firm, but tactful, and no false or rash moves can be set down to his account.

No leader of our forces on land or sea during the troubles of the past year has inspired such general confidence and won such universal esteem as Admiral Dewey. No harsh note of criticism has been heard, nor any word of censure or disparagement. This is much to say of a man who has figured so conspicuously in the furtherance of a policy around which such acrimonious discussion has raged. It has been so because the conviction has prevailed among Americans of all shades of opinion that Admiral Dewey has moved from the beginning straight in the line of duty, performing nobly and well whatever fell to him to do, not concerning himself unduly about the ultimate results, or considering what the world might say. He has shown himself to be a man equal to every emergency and fit to be trusted anywhere, and the American people love and honor Admiral Dewey to day as they love and honor no other living soul.

Dewey and the Presidency.

THE New York World, a leading exponent of Democracy, nominates Admiral Dewey for the Presidency, regardless of his political views and solely because, in its judgment, he is at this time, in the estimation of the nation, peculiarly the man fitted for the highest honor this country can bestow.

There is little doubt that the nomination of Admiral Dewey by one party would compel his nomination by the other, for, as a candidate, he would appear to be invincible. His joint nomination by both parties would mean virtually his unanimous election, an honor received by no other person excepting another George, who was the only President bearing that baptismal name—George Washington.

At the close of the Revolutionary War, when the people decided that they must have a President, every eye turned to one man, the hero of the hour—George Washington. The ten States that participated in the election cast sixty-nine electoral votes, all for him. His second election was also by a unanimous vote of the electors, and no President since that time has been thus honored. James Monroe, in 1820, was practically the unanimous choice of all the electors, but one of them from New Hampshire voted for John Quincy Adams, because he believed it was due to the memory of Washington that he alone in the history of the country should be honored by a unanimous election to the Presidency. It will thus be seen that if Dewey could be the unanimous choice of his country he

would stand in history, like Washington, the idol of a united and affectionate people.

Admiral Dewey's politics would hardly seem to be open to question, by reason of the fact that he comes from a Republican family and from Vermont, the strongest Republican State in the Union. He has been exceedingly cautious, since he recently became prominent, in discussing political matters. Edson C. Brace, of St. Louis, who was chief clerk of the naval bureau of equipment while Admiral (then Commodore) Dewey was its chief, told in the Washington Post, some time ago, that the admiral had always been a Republican, and that once, after reading a speech of David B. Hill, Dewey declared, in defining a Democrat, that "in time of war a Democrat was a d—trader, in time of peace he is a d—fool."

That was seven or eight years ago. The most recent declaration of the admiral, and the clearest and most comprehensive, was given in an interview had with him in Manila on the 19th of February last, by Edwin Wildman, the special correspondent of LESLIE'S WEEKLY. With this gentleman the admiral discussed the possibility of the Presidency with unusual freedom. When asked if he was a Republican or a Democrat he replied: "A sailor has no politics. I come from Vermont, and you know what that means. To be anything but a Republican in Vermont is to be a man without a party. Our flag-lieutenant comes from Georgia. He tells me that to be anything but a Democrat in the South is to be a nobody. If I lived South I would probably be a Democrat." The admiral added that he had not voted in many years, and that his vote was usually influenced "by personal preference or local conditions," and as to the Presidency, he said: "Don't you think it would be presumptuous to accept a nomination before it is offered? Perhaps it would be equally previous to reject it." The general drift of the admiral's remarks was complimentary to the existing administration and against the suggestion that he should be a candidate.

The unanimous choice ever again of any man for the Presidency seems extremely doubtful. If any one could have it, Dewey, under existing circumstances, could be thus favored. First, because he is the hero of the nation; secondly, because he is more familiar than any one else with the gravest problem that now confronts us—the Philippine question—it should be noted that the London Spectator advises the appointment of Dewey as the Governor-General of the Philippines; and, thirdly, because his unanimous election would set at rest the fears of the business world regarding grave financial disturbances that will obviously follow another campaign with Bryan pitted against McKinley on the old platforms. It would be unique and extraordinary if both parties were to indorse Dewey, making his nomination unanimous and the Presidential election a mere matter of form. Such an eventuality, if it were possible, would remove the one great menace to a continuance of the country's present extraordinary prosperity—that is, the menace of a Presidential election, with all that that implies of a possible change in our financial and economic policies.

While the World's suggestion, therefore, appears to be fanciful, it is obviously not to be laughed at.

A Greeting to Admiral Dewey.

BACK to the hearts that are open to greet you,
Proud of their hero unswerving and true!
Back to the millions who lovingly meet you,
Under the folds of the red, white, and blue!
Grandest of admirals, firm and undaunted,
What can we utter your praise to bespeak?
Duty sublime, bravely done, and not vaunted;
Where thro' the ages your peer may we seek?
Long have we waited, while far o'er the ocean
Homeward you sailed to the land of the free;
Thrilled is each heart with a loyal devotion,
One in this warmest of welcomes are we!
Shouts of delight which the throng wildly utters,
Thunder of guns roars a welcome to you;
Mast-head and dome, where our starry flag flutters,
Signal the honor and glory your due.
Have we forgotten the gleam and the glory
Added to stars of that time-honored flag?
Do we remember the age-living story?
Look for the answer on steeple and crag!
Gaze in the eyes of the hosts that surround you,
Read there a greeting of loyalty grand!
Fame that is deathless has lovingly crowned you,
Made you the pride of Columbia's land!

BELLE VAN DERVEER.

What Makes Men Great.

THE theory that natural environment has something to do in the making of men rests on firmer ground than mere speculation. The facts of history, or, more accurately, of biography, go to prove it. It is not a mere fancy that connects men of such rugged and granitic type as Bruce and Douglas with the heathery uplands and rock-ribbed glens and mountain-heights of Scotland, nor a hero of such lofty and commanding stature as Arnold von Winkelreid with the towering cliffs and sky-reaching peaks of Switzerland. These natural forces of earth and air have their influence in the shaping of character. Health, strength, vitality, clear heads, and stout hearts are helped into being this way.

Heredity is another potent factor in the formation of strong character. Happy is the man whose education began, as Dr. Holmes avers the best education must always begin, at least two generations before he was born. If to these forces making for greatness there be added the formative influences of a refined, loving, wisely ordered family life, the best educational advantages, and good companionships, the way upward is made still smoother and more certain.

But a factor in destiny-making, more powerful still than any of these, than natural environment, or heredity, or early training, or all of them together, is the combination of personal qualities, the individual traits of character, born and bred, which make the person to whom they belong a different being from all other beings, past or present. A sound ancestry, wise parentage, and all the advantages that wealth and culture can give are not sufficient to save many a man from being a fool, or worse, as all the world too well knows. After all is done that may be done by outside forces, the making of a man, whether he be small or great, is largely a thing which must depend upon the man himself, upon the way he develops his own gifts and the use he makes of them.

All these considerations are of pertinent interest in an appreciation of the life and character of Admiral George Dewey. It is quite within reason to believe that the far-seeing eye, the steady hand, the cool head, and the fearless heart that led the American fleet past the heights of Corregidor and on to victory that May morning had some relation, not remote, to the bracing air, the foaming torrents, and the rugged uplands of the old Green Mountain State. There were also the benefits to be derived from a long line of cultured, sturdy, freedom-loving ancestors and the immediate influences of a family life where the sweetest graces and the tenderest virtues were fostered and developed. The best educational advantages came in, too, to do their part in the formation of a well-rounded character. And more than all were the inborn excellencies, the personal virtues which, developed and strengthened by a pure, earnest, and self-controlled life, made the man whom all the world loves and admires to-day.

By all odds the most artistic, life-like, and pleasing picture of Admiral Dewey thus far issued is the one which we present to our readers in supplemental form with this issue. It is printed in colors, from a drawing by our famous war artist, Howard Chandler Christy, whose work has attracted attention on both sides of the Atlantic. Every one who has seen this superb picture declares it to be the best achievement of this noted artist—an opinion in which we heartily concur. The Jubilee Dewey edition of "Leslie's Weekly" is one of the largest we have ever issued, and reveals the extraordinary interest felt throughout the country in the return of the nation's hero.

Truths about Admiral Dewey.

THE name of the hero of Manila will be perpetuated in no less than twenty-eight post-offices in as many States of the Union. This was the number recorded in the department at Washington a few days ago, and many more will probably be added, as there are said to be over three hundred applications of the kind on file.

Even the zeal which has hastened every proposal to confer honors upon Admiral Dewey was not sufficient, apparently, to accelerate red-tape methods at Washington. It was not until July 11th that the Navy Department forwarded to the admiral the medal awarded to him by act of Congress to commemorate the battle of Manila Bay. The admiral's medal was the same as those sent to all the men of the fleet, with the exception that his name was engraved on the edge.

People who knew the admiral before the war, when he was on duty in Washington, speak of him as a quiet but genial and most "clubbable" fellow. In the years succeeding the death of his wife he spent most of his leisure time at the Metropolitan Club, where he was very popular with his brother officers. He had the rare knack of knowing how to tell a good story, and the still rarer quality of being a good listener. While he was free and unreserved in conversation with intimate friends, he was the soul of discretion when it came to speaking of matters relating to official life and duty. He was not the kind of a man who would blurt out government secrets or anything else likely to embarrass his superiors. For these and other reasons Dewey was always a welcome guest at banquets and other functions where cheery and genial company was the order. Not the least of his taking qualities was a fine tenor voice, which was now and then heard in a chorus.

Admiral Dewey's exceeding care in matters of dress gained for him at one time the reputation of being something of a fop among those who did not know his rare and sterling qualities. Apropos of this is the description given by a Washington correspondent of Dewey's arrangement of his wardrobe. Everything had its place, and he knew exactly, it is said, where to find a handkerchief, shirt, or collar. In fact, he might be called a crank on this subject, having invented an odd custom for keeping his shirts, so that one could not be worn oftener than another. They are all numbered, ranging from one to twenty-one. He had a chiffonier containing an equal number of drawers, just wide enough to receive a shirt. He begins at the top and wears the shirt in drawer No. 1, then the garment in drawer No. 2, and so on down the line. He is just as particular about other parts of his wardrobe.

PEOPLE TALKED ABOUT

—The Woman's Municipal Ownership League of Chicago, under the direction of Mrs. Minona Stearns Fitts, has started a



MRS. MINONA STEARNS FITTS, A CHICAGO CRUSADER.

crusade against men who monopolize car-seats when women are standing. Cards are distributed in street-cars to men who are seated while women are standing. The cards bear the following legend: "Gentlemen, stand up and give the women seats. You can vote for municipal ownership, and stop this thing—they cannot." Mrs. Fitts is credited with being the originator of this original scheme, which created quite a sensation. The idea was to call the attention of the men to the fact that voters were

responsible for existing conditions, and to show both men and women that if men claim that women are a protected class, women, some of them at least, have sufficient courage to demand that protection. Many men confessed that the card was the first reminder they had ever had that men are indeed responsible for evil civic conditions, and that women are not responsible, yet suffer equally with men the injury done. Mrs. Fitts belongs to a family of reformers, all of whom possess "the disposition to break up the old and adopt the new," as she expresses it. One of Mrs. Fitts's sisters is head of the Wisconsin librarian commission, and has a national reputation; another sister is mayor of Florence, Ore.

—In the little village of Louisville, Blount County, Tenn., resides a venerable colored couple, man



SLAVES WHO REFUSED THEIR FREEDOM.

and wife, who were born in the slavery times, and who, when Lincoln's Emancipation Proclamation set them free, refused to leave their old mistress and master, to whom they had become very much attached. They have, therefore, remained free, but still in the service of the descendants of their old owners, contented and uncomplaining. In view of their faithfulness, the children of their old master have provided them with a cabin on the old homestead, where they still live, after

three-quarters of a century of labor, and enjoy their comfort and ease. "Aunt Aggie," as the old lady is known, darts the white folks' socks and looks after the chickens, while "Uncle Charles," her husband, keeps the kitchen in stove-wood, and entertains his numerous friends with pleasant reminiscences of the good old days "fo' de wah." The picture printed herewith was entered in the amateur photographic contest of LESLIE'S WEEKLY, but it seemed to be entitled, in view of the interesting story connected with it, to a place of special prominence, which we gladly give it. The photograph was taken by Charles A. Wallace, of Knoxville, Tenn.

—H. R. Bostwick, of San Francisco, manager of the Seoul Electric Company, is one of the bravest men of the time, quite



H. R. BOSTWICK, WHO DISPERSED A KOREAN MOB.

as worthy of being remembered in history as some of those gallant warriors who swim rivers and perform feats that recall Leander. Mr. Bostwick has written interesting letters home regarding his experiences with the mob, though he modestly refrains from telling his own achievement, of how he and H. R. Krumm, alone and single-handed, dispersed the mob. Among other things, Mr. Bostwick says: "Note that we advertise that women are allowed to ride on our

cars. This is the first step toward women's rights in Korea, women not previously having been allowed on the streets in the day-time. For the first week we carried about 2,500 people daily, and things ran smoothly. On the seventh day, on an early trip, a five-year-old child was run over. Then the trouble began. The people were in great distress over the lack of rain, and the wise men had been claiming that the electric wires were the cause of the drought. The seers also said that the power-house was built on the back of the rain-dragon, which had so injured the animal's spine that there would be no more rain until the house was removed. The people, therefore, were not in a friendly state of mind, and when the father held out the

mangled corpse in his arms and appealed for vengeance the crowd quickly responded. The motorman and conductor fled for their lives and the car was overturned and burned. It was then proposed to attack the power-house, but the arrival of myself and another foreigner prevented that—it is remarkable, the fear that the Koreans have of a foreigner. We did not say a word, but the crowd of 2,000 or 3,000 people which had just been bent upon murder disappeared like a dish of ice-cream on a hot stove. All this happened at nine, and at half-past eleven we had an excursion party to take to the Queen's tomb. I determined to show the people how little we cared for them by running the party out on time, so we repaired the track and ran the excursion on time. We also started regular traffic at two in the afternoon, but you may imagine that most of the passengers were guards. The line is now thoroughly patrolled and a regiment is camped around the power-house."

—Melesin K. Sowles, a girl of sixteen years, is probably the youngest woman preacher in the world. In June of this year



MELESIN K. SOWLES, THE YOUNGEST WOMAN PREACHER IN THE WORLD.

she preached the opening sermon at the yearly meeting of the Baptist Church, Honey Creek, Wisconsin, and she has been granted an unlimited license to preach at the quarterly meetings of that church. Miss Sowles's home is at Prospect, Wis., where her father is in charge of the Baptist Church. Miss Sowles has frequently, during the summer, spoken from her father's pulpit. Before she was ten years old she evinced a great interest in theology, and, unaided, outlined a sermon. For the one at

the yearly meeting—her first one given before a large audience—her text was taken from St. John's Gospel, thirteenth chapter, thirty-fifth verse. The theme was the Christian badge, "which is love, and should be worn upon the breast, over the eyes, and as a covering for the tongue; it should be carried in the hands, thus leading us to work for others; and it should incase the feet; then will we be ready to run in the way of His commandments. The Christian badge, in this badge-wearing world, should enrobe our entire life." This was the theme of this young preacher's discourse, which was delivered with great simplicity and earnestness. After Miss Sowles graduates, next year, from college she intends to enter a theological seminary.

—James Craig



JAMES C. TOW, UNCLE SAM'S CHINESE SOLDIER.

Tow is a young Chinese who enlisted in the Thirty-fifth Regiment of United States Volunteers early in August. Tow is but twenty-two years of age, and was born in California of full-blood Chinese parents on both sides. His home was in Santa Ana, California, and he enlisted there, passing the physical examinations without difficulty. Tow is a nice-looking fellow. He has been educated in the public schools, and is well-mannered and pleasant-spoken. He dresses in American clothes, wears no cue, votes, as he

is entitled to because of his nativity, and is as large as most of the men in his company.

—A volume of romance might easily be woven around the man whose picture we here reproduce.



SIR GUY DE LUSIGNAN, "PRINCE OF JERUSALEM."

His very name, Sir Guy de Lusignan, Prince Royal of Jerusalem, Cyprus, and Armenia, is suggestive of innumerable glorious scenes and events which have illumined the pages of history. Sir Guy is a namesake and direct descendant of that noble de Lusignan who, in 1060 A. D., after being thrice crowned King of Jerusalem, with his Knights Hospitaller, turned his back on the Holy City and abandoned it to the Turks after a gallant but vain effort to keep it in Christian hands. The exiled knight and lord made a new home for himself and the order of St. Catherine, of which he was master, on the island of Cyprus. From there he carried on his work for many years in ameliorating the condition of the unhappy Christians of Armenia, persecuted and ground into the dust by their Turkish masters. The present head of the house of Lusignan has been for years living quietly at the beautiful villa of Lusignan, at Neuilly, near Paris, with his charming wife, formerly the Countess Godefroy le Goupil

d'Allonville. Sir Guy's rights and privileges have been recognized by both the governments of Russia and Turkey, as regards Armenia, but diplomatic objections prevent his ascending the throne of his forefathers.

—The selection, by Secretary Long, of Rear-Admiral John

Crittenden Watson to succeed Admiral Dewey as commander-in-chief of the Asiatic station calls special attention to the career and personality of one of the best and most experienced officers in our navy. During the war with Spain Rear-Admiral Watson, then commodore, was in command of the North Cuban blockading squadron, his flag-ship being the Newark. When, after the destruction of Cervera's fleet, the Eastern squadron was formed for the purpose of proceeding to the coast of Spain and administering there the last blow to Spanish hopes, Watson was placed in command. But the



REAR-ADMIRAL WATSON, WHO RELIEVED THE ADMIRAL AT MANILA. Copyright, 1898, by F. Gutekunst.

Eastern expedition being unnecessary, he remained the commanding officer off Santiago after the dissolution of Sampson's fleet. He became rear-admiral under the personnel bill, and was assigned to the Mare Island Navy Yard, which command he relinquished immediately after receiving orders to go to Manila. Rear-Admiral Watson began his naval career in 1856, when he was appointed to the naval academy from Kentucky. During the Civil War he took part, as a lieutenant, in the bombardment and passage of Fort Jackson and the Vicksburg batteries, and was in many other important naval engagements. His commanding officer was Admiral Farragut.

—When a representative of LESLIE'S WEEKLY visited Senator Mason, of Illinois, at his summer home at York Harbor, Me., the Senator took great delight in showing a picture of his handsome and intelligent-looking children, seven in number—four boys and three girls. The Mason children, like their father, are an interesting study. They have their father's bright and cheerful disposition combined with their mother's enterprise and amiability. Lewis, the oldest, is a young Chicago lawyer, while Lowell Mason, the youngest, gives daily evidence that he is a chip of the old block. The Senator is enjoying his first real vacation, so he told a representative of LESLIE'S, and he de-



THE INTERESTING FAMILY OF SENATOR MASON, OF ILLINOIS.

clared that until his visit to York Harbor he never knew what a genuine vacation was. The Mason cottage is not a pretentious affair, but it is the oldest house in the village. In its antiquity, beautiful and natural surroundings, the Masons take more real pleasure and pride than they would in a castle at Lenox. The Senator is one of the most sought-after members of the summer colony. At the Fourth-of-July celebration at York Harbor he was an active participant, and took the part of "Punch" in the children's entertainment. The Senator himself passes most of the day in a large tent pitched on the beach, overlooking the ocean. Here he reads, plays cards, chats with his neighbors, plans fishing and boating expeditions, and dons his bathing costume for his daily plunge in the surf.

—Frederick D. Underwood, second vice-president and general manager of the Baltimore and Ohio Railroad, came to that

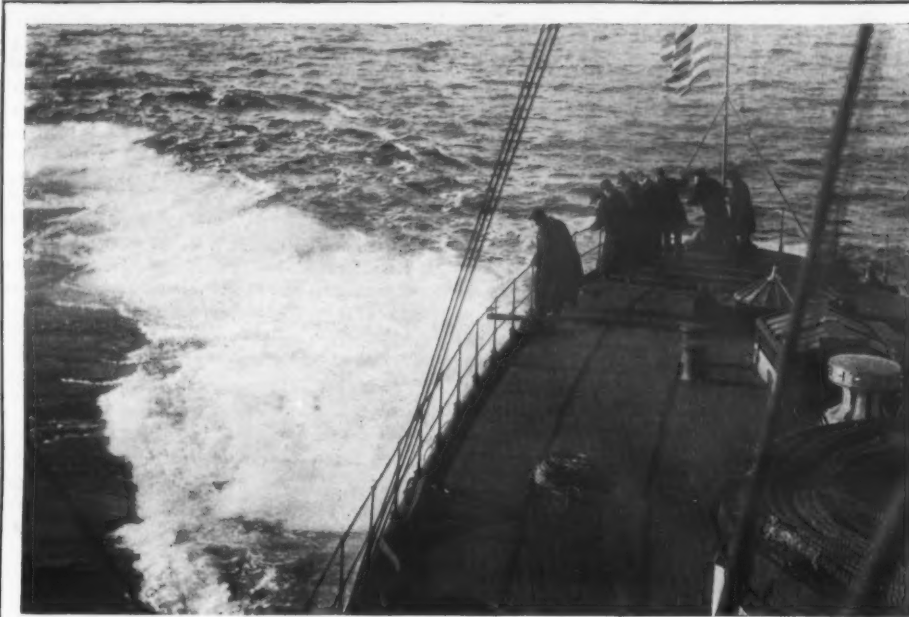


F. D. UNDERWOOD, A HUSTLING RAILROADER.

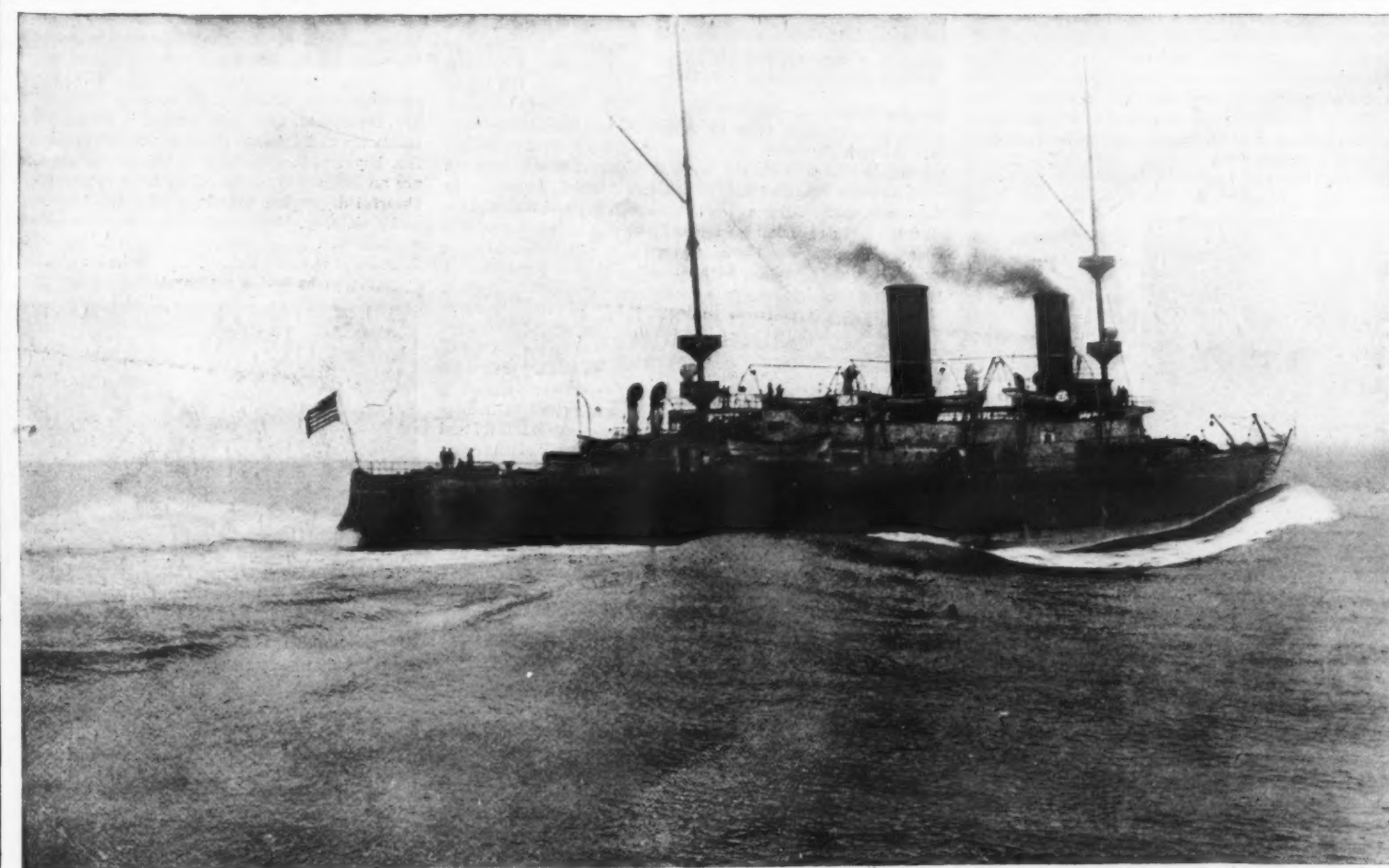
property recently from the Minneapolis, St. Paul and Sault Ste. Marie Railroad, better known as the Soo line, where he was general manager in charge of traffic and operation. He is forty-nine years old, and started at the bottom of the ladder. He has occupied various positions of importance during his railroad career. He was formerly superintendent of the Chicago, Milwaukee and St. Paul Railway, then general superintendent of the Minneapolis and Pacific Railway, from which he went to the Soo line. He is regarded as one of the best transportation men in the country, and is one of the many pushing, hustling Western men who have been brought east during the last ten years to operate Eastern railroads. He is very pleasant and affable in his relations with his employes, knows thoroughly every branch of the business, and is a very great addition to the railroad colony of the Eastern States.



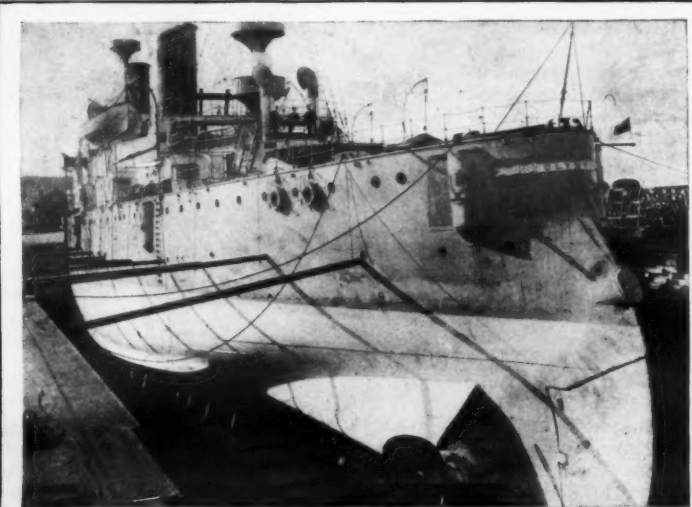
THE CRUISER "OLYMPIA" IN DRY-DOCK—BOW VIEW, SHOWING HER SYMMETRICAL LINES OF CONSTRUCTION.



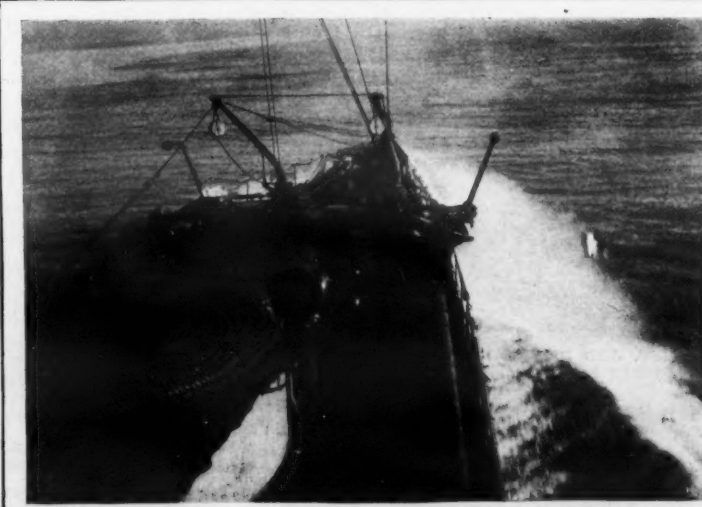
THE "OLYMPIA" ON HER TRIAL TRIP, TURNING TO STARBOARD IN HER OWN LENGTH WITH ONE ENGINE BACKING AND THE OTHER GOING AHEAD.



THE "OLYMPIA" AS SHE PASSED THE STAKE-BOT ON HER OFFICIAL TRIAL, DECEMBER 15TH, 1893.



STERN VIEW OF THE "OLYMPIA" IN DRY-DOCK.



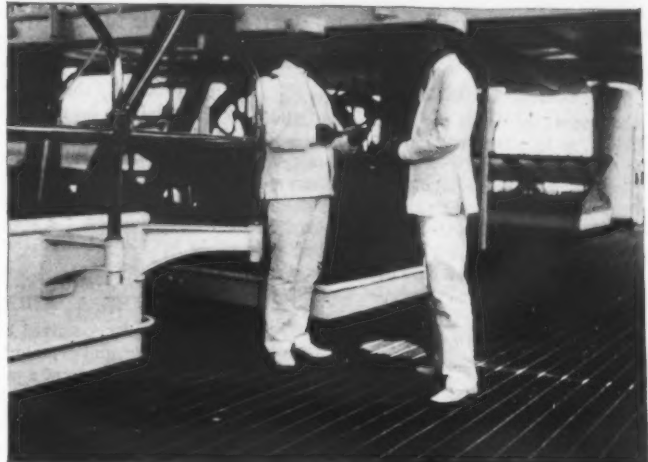
HOW THE "OLYMPIA" TOSSED THE SPRAY FROM HER BOW, ON HER TRIAL TRIP IN SANTA BARBARA CHANNEL, WHILE SHE WAS MAKING 22.15 KNOTS AN HOUR.

THE CRUISER "OLYMPIA," THE ADMIRAL'S FLAG-SHIP.

HOW SHE APPEARED ON HER TRIAL TRIP WHEN SHE MADE HER REMARKABLE RECORD, AND HOW SHE LOOKS OUT OF THE WATER.



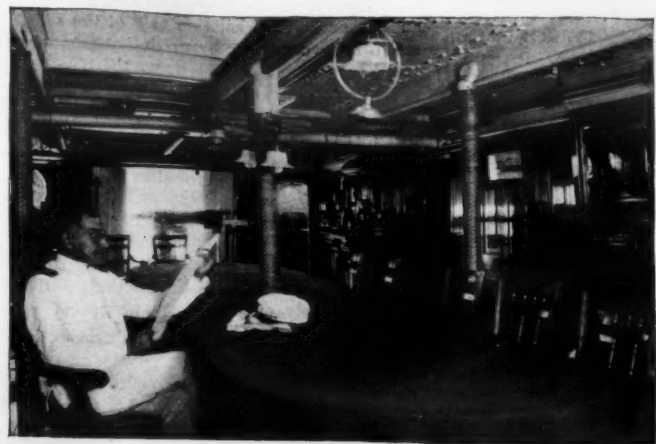
THE SIX-POUNDER ON THE "OLYMPIA" THAT WILL FIRE THE SALUTE AT GRANT'S TOMB.



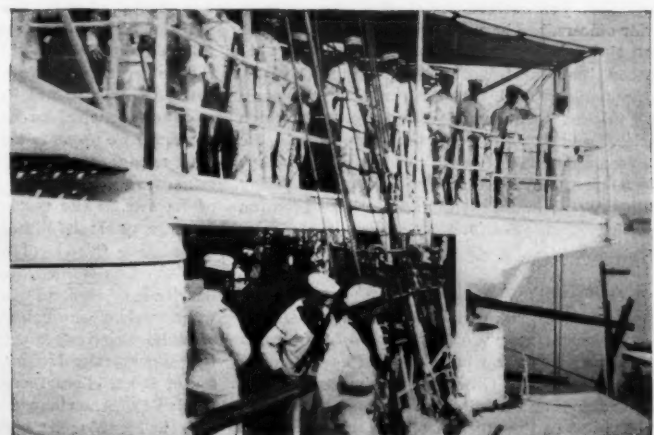
CAPTAIN LAMBERTSON AND PAY-CLERK LONG, DISCUSSING AN INVITATION TO DINE IN NEW YORK.



THE APPRENTICE BOYS ON THE FLAG-SHIP, POSING FOR ONE OF THE NUMEROUS "CAMERA FIENDS" WHO VISIT THE "OLYMPIA."



THE WARD-ROOM, OR OFFICERS' MESS-ROOM—LIEUTENANT-COMMANDER CALVO CARESSES AT TABLE.



MARINES AND CREW LOOKING AFTER OBTRUSIVE VISITORS.

SCENES ON THE ADMIRAL'S FLAG-SHIP.

THE VESSEL WHICH, NEXT TO THE ADMIRAL, IS THE MOST ATTRACTIVE CENTRE OF INTEREST FOR VISITORS.

GOOD STORIES ABOUT THE ADMIRAL.

ANECDOTES AND INCIDENTS ILLUSTRATING THE LIFE AND CHARACTER OF THE GREAT NAVAL HERO—HIS KINDNESS OF HEART, HIS COOLNESS IN EMERGENCIES, HIS FAIR TREATMENT OF HIS MEN.

A TOAST TO DEWEY.

JUST after the announcement of the fact that Admiral—or Commodore—Dewey, as he was then known, had been assigned to command the Asiatic squadron twenty of his close personal friends in Washington gave him a send off dinner at the Metropolitan Club. It was agreed beforehand that there should be no prepared toasts, but at the end of the banquet Colonel Archibald Hopkins rose and asked the privilege of reading a toast he had arranged in honor of the guest. He then read this:

Fill all your glasses full to-night;
The wind is off the shore;
And be it feast or be it fight,
We pledge the commodore.

Through days of storm, through days of calm,
On broad Pacific seas;
At anchor off the isles of palm,
Or with the Japanese.

Ashore, afloat, on deck, below,
Or where our bulldogs roar,
To back a friend or breast a foe
We pledge the commodore.

We know our honor'll be sustained
Where'er his pennant flies;
Our rights respected and maintained,
Whatever power defies.

And when he takes the homeward tack
Beneath an admiral's flag,
We'll hail the day that brings him back,
And have another jag.

The reading of this verse, marked as it was by the knowledge of every one present that Dewey was bound to meet the Spanish in deadly combat before long, caused great feeling. Dewey was visibly affected, and in rising to respond had difficulty in keeping back the manly tears that surged to his eyes. He stated simply and in clear-cut words that, whatever his duty might be, none of his friends would ever have reason to regret their good opinions of him; that he would fulfill their expectations.

THE ADMIRAL AND THE LITTLE GIRL.

The Rev. Peter Mac Queen, a war correspondent in the Philippines, tells a little story which shows that the din and stress of war have not changed Dewey's nature one whit so far as his love for children is concerned. Mr. Mac Queen, on his first visit to the *Olympia* in Manila harbor, bore among other greetings a letter from a young lady of his acquaintance, aged ten, which read as follows: "When you reach Manila please give my love to Dewey, and tell him I think he did bravely. I wish you would tell Dewey, too, that I'm a Vermonter. Please write me a letter with something Dewey wrote in it." Ruby Stone.

"So I took this letter down," says Mr. Mac Queen, "and when the 'old man' had dismissed a second batch of morning callers I told him there was one request I had been asked to make of him which I did not think would take up more than half the morning of his time. The 'old man' looked rather serious; but when I told him it was for a young lady he brightened up. 'How old is this young lady of yours?' the admiral asked. I told him ten past. The kind old sailor laughed heartily at this, and said: 'By George! that's enterprising. I'll write something for her.'"

This illustrates Dewey's great, large heart. He was tired of talking of Congress and Filipinos—had no time to discuss them; but could make time from a busy life to heed the heartfelt request of a child.

A STORY OF THE ADMIRAL'S DISCIPLINE.

A little story showing that the admiral knows how to be stern as well as just when occasion requires it is related by Mr. Winston Churchill, in a character sketch in the *Review of Reviews*. It happened in New York harbor in 1884, when Dewey was captain of the *Dolphin*, one of the first vessels of the famous white squadron. One of the jacksies on board, a paymaster's yeoman, had refused to obey an order of the first lieutenant because he said it was outside the line of his duty. The lieutenant, after vainly remonstrating with him, reported the matter to Captain Dewey, who sauntered out on deck and looked this man through and through, which made the yeoman exceedingly uncomfortable. Nevertheless he remained stubborn. "What!" said the captain, "you refuse? Do you know that that is mutiny? When you entered the service you swore to obey your superior officers." The man was silent and made no move, whereupon the captain very quietly told the corporal to call the guard, stood the obdurate yeoman on the far side of the deck, and bade the mariners load. Then he took out his watch. "Now, my man," said he, "you have just five minutes in which to obey that order," and began to call the minutes. At the fourth count the yeoman moved off with considerable alacrity, and has since been one of the strongest opponents of the policy of tampering with the "old man," as the admiral has been for some time erroneously, but affectionately, called in the fore-castle.

THE ADMIRAL AND THE LIAR.

A blue-jacket who made a cruise with Dewey some years ago tells this characteristic story: "We hadn't been to sea with him long before we got next to how he despised a liar. One of the petty officers went ashore at Gibraltar, got mixed up with the soldiers in the canteens on the hill, and came off to the ship paralyzed. He went before the captain at the mast the next morning. He gave Dewey the 'two-beers-and-sunstruck' yarn. "'You're lying, my man,' says Dewey. 'You were very drunk. I myself heard you aft in my cabin. I will not have my men lie to me. I don't expect to find total abstinence in a man-o'-war crew. But I do expect them to tell me the truth, and I am going to have them tell me the truth. Had you told

me candidly that you took the drop too much on your liberty you'd have been forward by this time, for you, at least, returned to the ship. For lying, you get ten days in irons. Let me have the truth hereafter. I am told you are a good seaman. A good seaman has no business lying.'

"After that there were few men aboard who didn't throw themselves on the mercy of the court when they waited up to the stick before Dewey, and none of us ever lost anything by it."

THE ADMIRAL'S KINDNESS OF HEART.

In a letter received by the relatives of one of the soldiers now in Manila, and printed in the *Denver Times*, the following story is told of the son of a prominent official of Denver:

The soldier had been feeling badly for several days, and was ordered to the island of Corregidor, where one of the hospitals is located. Strolling along the beach one afternoon, he saw a gentleman come sauntering along toward him. The only peculiar feature about the man was that he carried a cane and was very neatly dressed for a man on that island. The stranger approached the soldier and passed the compliments of the day. The two fell into easy conversation, and the stranger inquired about the hospital, the island, and all questions pertaining to the fierce struggle with the Filipinos, and concluded by drawing on the sands with his cane the shape of the bays and inlets and the position of the fleet. The young Coloradoan was delightfully entertained for a couple of hours, and only when the stranger was ready to embark on a sloop that put in to shore after him did he learn that his pleasing companion was no less than Admiral George Dewey.

DEWEY AND THE POWDER-BOY.

A little story illustrative of the admiral's kindness of heart is related by a writer in the *Independent*. When the order to clear for action was given in Dewey's fleet on that memorable May morning in Manila Bay, one of the powder-boys hastily took off his coat, which slipped from his hand into the water. In the inside pocket was a photograph of his mother. The boy had just been looking at it, had kissed it and restored it to what seemed to be a safe place. He asked permission to jump overboard and recover the coat, and when he was forbidden to do this he went to the other side of the ship, leaped into the water, swam to the coat and saved it. For disobedience he was put in irons and held for further punishment. Commodore Dewey wondered why he had risked his life and disobeyed orders for the sake of a coat, for the boy had said nothing about the photograph. In answer to the commodore's kind questions he disclosed his motives. The commodore's eyes filled with tears, and he clasped the boy in his arms. Orders were given that the little fellow should be released. "A boy who loves his mother enough to risk his life for her picture," said Dewey, "cannot be kept in irons on this fleet."

IN AN EMERGENCY.

One striking characteristic of the admiral is the readiness with which he meets every emergency. He is resourceful as well as prompt in action. An illustration of this occurred during a cruise which Dewey took after the Civil War, in the Mediterranean on the old ship *Canandaigua*. The war fever had died out and the men frequently deserted. On men-of-war, boats cannot be lowered without an order, except in a case of a man overboard. Several malcontents in the crew one night therefore raised the "man-overboard" cry, lowered a boat and scuttled off into the darkness. Dewey was executive officer of the ship, and was called from his berth. Though even then particular as to dress, he didn't care about uniforms when there was quick work to be done, and he appeared clad only in his night-shirt.

He rushed up to the quarter-deck in half a gale of wind and promptly took command in spite of his curious appearance. He knew his men thoroughly, and acted promptly in spite of the darkness. "Come back here, Jim Brown, Tom Robinson, and the rest of you," he shouted, and punctuated his remarks with three shots from his revolver. The shots, the ghostly figure on the quarter-deck, and the sudden use of their names startled the men into obedience, and they came sneaking back to the ship, while Dewey and his novel uniform retired once more below.

DEWEY AND THE MEXICANS.

Lieutenant F. Winslow, United States Navy, retired, a cousin of the famous commander of the *Kearsarge*, has recently told a reporter of the *New York Tribune* one of the best stories in existence about the admiral. "In May, 1875, Admiral Dewey was commander of the old *Narragansett*," said Lieutenant Winslow, "and he was detailed to surveying the Gulf of California and the shores of the coast of the peninsula. It was not long after the *Virginian* affair at Santiago, and the feeling toward Mexicans and Cubans was none too cordial. The *Narragansett* reached La Paz, near the southern end of the peninsula, and we no sooner got ashore than we heard that an American mining engineer and some Englishmen who owned the mine were prisoners in their mining shanties, forty miles back of La Paz, in the mountains. The American had resented an insult, a quarrel followed, and the American killed two Mexicans. The friends of the latter swore they'd kill the Yankee and the Englishmen, too, and the latter were soon obliged to barricade themselves. This siege had been on for several days when we dropped anchor. As soon as Commander Dewey heard of it he was very much interested. The next day he sent a messenger to the Mexican colonel in La Paz, who had a garrison of 600 soldiers there, asking him what he was going to do to give the American a trial before he was shot. 'Oh, he got into the trouble; let him get out,' said the Mexican.

"Commander Dewey didn't like this reply, and the more he thought about it the angrier he got. The next forenoon he sent a note to the Mexican colonel telling him that an American citizen's life was in danger, and that the man was entitled to a fair trial. He told the colonel that he would allow him just twenty-four hours to rescue the American and protect the Englishmen.

If at the end of that time relief was not on its way to the little mining party he would bombard La Paz and burn it. When we heard what Dewey had done we were all frightened. 'Does he mean it?' we asked one another. As for myself, I was soon satisfied that he meant every word of it. I was in command of the guns. We had only two old howitzers on the *Narragansett*, the larger guns having been left temporarily at the Mare Island Navy Yard.

"Get those howitzers ready for to-morrow morning and inspect all the small arms and ammunition," said Dewey to me. Then he called the men to quarters, and estimated that of the crew of about 120 we could land ninety able armed men as a storming force. We drilled the men all that afternoon and far into the night. That night, on Commodore Dewey's order, we steamed to a point commanding the principal streets of La Paz and trained the howitzers on the town. By next morning we were all ready to begin a second war against Mexico. At day-break a Mexican corporal came on board with a message from his colonel, saying that the *Narragansett's* commander's request would be complied with. Early that morning we watched 300 armed Mexican soldiers start for the mining-camp, and we kept the old howitzers trained on La Paz till the soldiers returned with the American engineer. When Dewey reported to Washington on the matter he minimized the importance of it, and it was passed over as a mere incident.

Origin of the Name Dewey.

AN INTERESTING STORY CONCERNING THE ANCESTRY OF THE MAN OF MANILA.

A "HERO of heroes" through long lines of heroic ancestry in Colonial and Revolutionary times, and a descendant of "kings by right divine," the indisputable right of lineal descent* is Admiral George Dewey, whose splendid inheritance from past ages is augmented, even eclipsed, by his own vast achievements in the Orient. Fortune, which dowered the great naval commander so magnificently, has added the grace of legendary and traditional lustre to his name, by revealing the quaint history of its origin—a history which is, in part, an undisputed family chronicle; and in part, mayhap, little less than a fanciful and idealized theory.

The first of these accounts deals with the fortunes of an ancient Feudal family in French Flanders, of the name of De la Wey, alias De Wey or Duee; a representative of which named William De la Wey, from Douai—a city in the province of Nord, France, which received its name from the family—accompanied William the Conqueror to England, and after the battle of Hastings, received from him manorial holdings in Lincolnshire. A few centuries later, descendants of this Flemish burgher are found in Kent, where one Simeon Duee—or Dewey, as the name in its Anglicized form was now written—received from James II., for merited services to the Crown, the baronetcy and lands appertaining to Stow Hall, and a coat-of-arms, the *fleur-de-lis* of which maintains the French origin of the house; while the Virgilian motto of the scroll—"Corona venit delectis"—which has been borne by many a chivalrous scion in the line, fittingly epitomizes the glorious reward due the great American hero.

In this line, from the fertile plains of Sandwich, Kent, in 1630, came Thomas Dewey with Rev. John Warham and others, who sought in the New World the civil and ecclesiastical liberty denied them in the Old. He was first of the name in America; an independent, fearless pioneer, like his renowned Flemish ancestor who braved the discomforts and perils of foreign lands, of battle, of struggles in untrodden fields, that he might carve out for himself and those who should come after him a broad and grand highway in the cause of humanity and truth. Of the brave soldier of the Middle Ages, and the patriot colonist of New England, Admiral Dewey is representative, outranking both with achievements which will make his name and fame dear to his country while that country's annals shall endure.

The other theory—tradition more properly—goes back to a still earlier era, and asserts that the family is of Saxon origin, and descended from one of the ancient septs or clans of Wales; the name being derived, primarily, from Archbishop Dewi—or St. David—the patron saint of Wales. In support of this, the orthography, among other things, is cited; the Saxon *ii* in Dewi, or Dewii, being interchangeable with the *ey* in the Anglicized Dewey. Dewi, it has been said, is a corruption of David, and the national appellation only of the saint; but it obtains that it is the cognomen by which that great prelate of the British church is known in history, the title of St. David being given him when canonized, several centuries after his lamented death.

Dr. Orville Dewey, the Unitarian divine and author, nearly a century ago consulted Welsh historiographers in regard to the validity of this tradition; and in confirmation of his belief in its authenticity—which is explicitly stated in his autobiography—named his ancestral home in Sheffield, Mass., by the name by which it has for more than a generation been known to his friends and the world—"St. Davids." No more magnificent figure can be found in all history than that of St. David: He was of princely origin, of great personal beauty, dignity of manner, eloquence, learning, and persuasive zeal; all which, illuminated by unostentatious charity, made him the idol of the people, and his fame the glory of the nation. He founded nu-

* 1. Admiral George Dewey's descent is traced directly through Sir Thomas Lambert to Alfred the Great.

2. There were those of the name of Dewey in service of the country during the Colonial and French and Indian wars; and 135, in various capacities, during the Revolutionary War, sixty-six of whom were from Massachusetts.

3. Before the breaking out of the Revolutionary conflict they were "Signers of the League and Covenant," "Sons of Liberty," members of the "Committee of Safety," and early enrolled as "Minute Men." In one family were five brothers, four of whom were officers. H. D. I.

merous monasteries in Britain, chief of which was at Menevia, on the western coast of Wales, which is now the site of the imposing cathedral, named in his honor, in which his remains repose, and which has been greatly enriched by the princely offerings of royal pilgrims to the shrine of the founder: "Ty Dewi," or "House of David," being the most sacred spot in the kingdom to all true Welshmen. He died in 601, and was canonized by Pope Calixtus in 1121; but his influence in the religious, musical, and literary life of the nation is still felt.

Whatever ground this tradition may have—and it will be conceded that the investigations and scholarship of the learned divine are entitled to consideration—it has a certain foundation which has secured its survival for centuries, and which gives to the name—already made illustrious by the "Hero of Manila"—a rare and unique significance from this famous personality of a distant era—the hero and patron saint of Wales. H. D. I.

Farragut—Porter—Dewey.

OUR AMERICAN ADMIRALS—MEN WHO HAVE BEEN HONORED BY THE UNITED STATES GOVERNMENT WITH THE HIGHEST NAVAL OFFICE—THEIR GREATEST DEEDS.

WHILE navies have existed as a distinct and important branch of the military equipment of nations from very early times, the title of admiral, as applied to the chief commanding officer of a navy is of comparatively recent date. It is supposed that the office was adopted by the governments of European nations in imitation of the Mediterranean Powers at the return of the Christian heroes from the Holy Wars. Authorities differ somewhat as to who first bore the title, but the most approved writers on naval history agree that the distinction was unknown in Europe until about 1284 A. D., when Engeraud de Coussy was constituted Admiral of France.

The first English admiral was W. de Leybourne, who was appointed to that office by Edward I. in the year 1286, under the title of *admiral de la mer du Roy d'Angleterre*. It is suspected that Edward received the idea that led to his appointment in Sicily, where he stopped on his return from the Holy Land in 1272. Several Portuguese authors observe that their

department. The admirals of all grades and other naval officers are subject to his orders, and their duties are purely those of commanders.

The successive grades of admiral were created by Congress, largely for the sake of conferring honor on the naval hero, David G. Farragut, and he was appointed to each of the three grades as they came into being. The rank of vice-admiral was made specially for him in 1864, as a reward for the action at Mobile, and two years later he was made a full admiral, the first American to hold this distinguished office. And the title was never bestowed upon a braver, nobler, and more deserving man in all naval history. Farragut was a native of Tennessee, where he was born in 1801. He came from a long line of fighting ancestry and his father was said to be a man who never knew what fear was, though he faced many perils on land and sea. Young Farragut entered the navy when he was less than ten years old, and two years later, when the second war with England broke out, he was in service on the *Essex*, where he was a participant in the action of the *Phæbe* and the *Cherub*, in the harbor of Valparaiso, one of the bloodiest ever fought on the sea.

Previous to this, in 1812, when Farragut was only twelve years old, he was made prize-master of a vessel captured in the Pacific, and on more than one occasion then showed the sterling metal of which he was made. In the long years following between these stirring boyhood experiences and the great and decisive events of the Civil War, Farragut was in constant naval duty in various parts of the world, and had not a few thrilling adventures with pirates and other sea-rovers, in all of which he manifested that characteristic bravery and steadiness of nerve which afterward made him so famous. Once, while on a cruise against freebooters in the West Indies with Commodore Porter's fleet, Farragut was sent ashore on the Isle of Pines in search of pirates. He found their caves, drove them out after a desperate encounter, and set fire to everything that would burn.

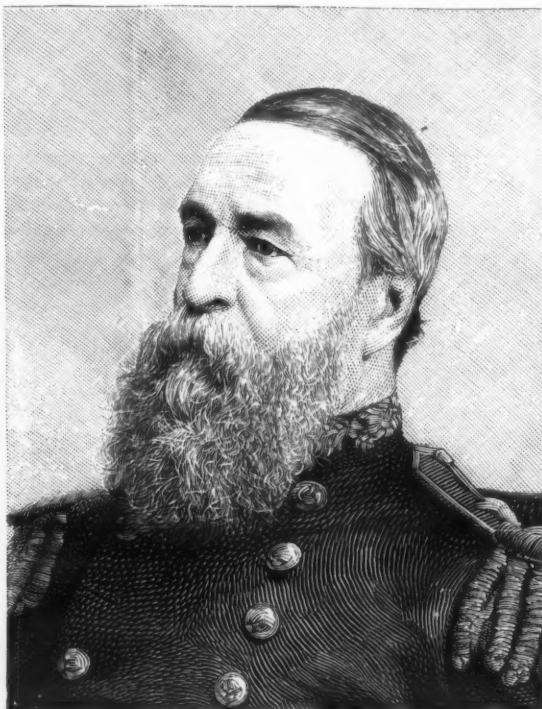
When the Civil War came Farragut was on waiting orders at Norfolk, Va., where he had married and had his home. Despite his Southern connections, however, Farragut sided at once with the Union cause. In 1862 he was placed in command of a fleet organized to reduce the defenses of New Orleans and capture that city. How gallantly and how well this work was

signal distinction of admiral was conferred was David D. Porter, his commission to that office dating August 15th, 1870. Like his predecessor, the veteran of Mobile Bay, Porter had been brought up on the sea, beginning his naval service as early as 1824, when he accompanied his father, Commodore David Porter, on a cruise against the pirates in the West Indies. He was afterward in the service of the Mexican navy with his father for a time, and in an engagement with a Spanish fleet off Cuba was made a prisoner. In the war between Mexico and the United States, Porter, now a lieutenant, was in every naval action on the Atlantic coast and in several engagements on shore besides. When the great conflict in the States began in 1861, Porter, a seasoned and experienced veteran, was promoted to commander and sent at once to the thick of the conflict. As acting rear-admiral, in command of the Mississippi River squadron, he made a number of brilliant and successful attacks on important strongholds in that quarter. For the capture of Arkansas Post he received the thanks of Congress, and for the part he played in the siege of Vicksburg, in 1863, he received not only the thanks of Congress, but the more substantial reward of a rear-admiral's commission.

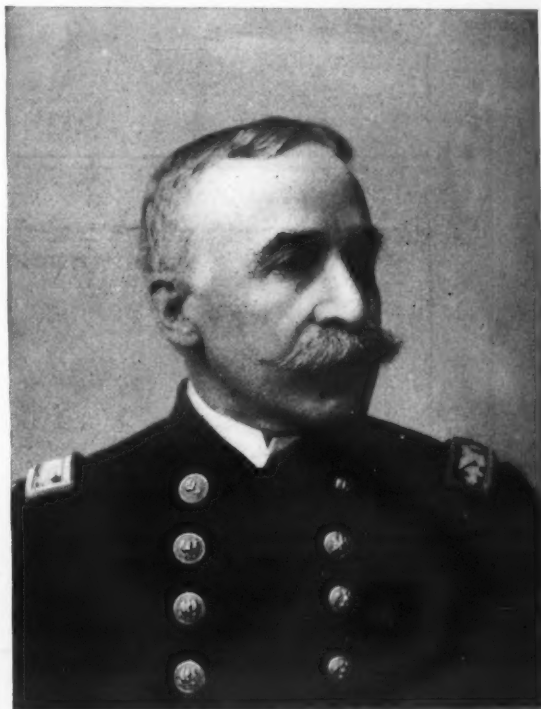
But it was in the operations against Fort Fisher, and other defenses of Cape Fear River, that Porter won his chief distinction. His fleet began the assault on December 24th, 1864, while a portion of the Union army under General Butler landed near the fort. The latter examined the fortifications, and after having pronounced them "substantially uninjured as a defensive work by the naval fire," suddenly abandoned the undertaking and returned to Hampton Roads. Porter then sent this terse and characteristic message to General Grant: "Send back the same soldiers with another general and we will capture Fort Fisher." Here was a man after General Grant's own heart, and the soldiers were sent back with another leader. Porter was as good as his word, and Fort Fisher was captured, but only after a desperate assault by land and sea. The attacking force under Porter consisted of thirty-five regular cruisers, five iron-clads, and a reserve of nineteen vessels, "the most formidable armada," according to General Grant, "ever collected for concentration upon one given point." But its great size would have been in vain had it not been handled by a resolute, capable and experi-



FARRAGUT, THE FIRST AMERICAN ADMIRAL.



PORTER, THE SECOND AMERICAN ADMIRAL.



DEWEY, THE ONLY LIVING AMERICAN ADMIRAL.

office of *almirante* was derived from the Genoese, who had it from the Sicilians, and these from the Saracens. It would appear that the admiral in the English service was at the first hardly more than an honorary office, for, after the appointment of Leybourne, we find Edward I. ordering the Lord Mayor of London to provide and equip his ships and perform other duties which in later times came within the province of the admiral. The office of lord high admiral was first put in commission in England in 1660, the first incumbent being the Duke of York, and since that time there has been a regular succession of these officials, the present lord of the admiralty in England being the Hon. George J. Gosenen, while the admiral of the fleet, an office corresponding nearly to our admiral, is Sir Henry Keppel.

In other nations the admiralty is variously constituted. In Russia it is a highly organized bureau divided into departments after the English manner, and under the supreme control of a high admiral, usually a grand duke of the imperial house. The German admiralty was, until 1872, a bureau of the war office, though governed by a vice-admiral under a naval prince of the reigning family. In 1872 it was severed from the war office, and a general put at its head. The French minister of marine, assisted by a permanent staff, controls the navy of France. The Italian fleet is governed on principles analogous to the French.

The office of admiral was not created for the navy of the United States until the second year of the Civil War. Previously the grade of captain was the highest in the service, although the title of commodore had been accorded to commanders of squadrons and naval stations. The grade of rear-admiral was created on July 16th, 1862; that of vice admiral, on December 21st, 1864, and the highest grade of all, that of admiral, on July 25th, 1866. The rank of admiral in our navy is relatively equivalent to that of general of the army; vice-admiral to lieutenant-general, and rear-admiral to major-general. The pay per annum of admiral is \$13,000; the sea pay of vice-admiral, \$9,000, and of rear-admiral, \$6,000. The general management and direction of our naval affairs rests entirely with the Secretary of the Navy and his

done is a matter of history. Farragut led the fight on his flagship *Hartford*, destroyed the Confederate fleet, and compelled the surrender of the city. But the greatest achievement of Farragut was the battle of Mobile Bay. This occurred in August, 1864. The Confederate fleet before Mobile consisted of the iron-clad ram *Tennessee* and three modern gun-boats. To oppose these Farragut had seven sloop-of-war, including the *Hartford*, and four iron-clad monitors. Soon after the action began, and the fire became heavy and destructive, Farragut mounted into the rigging of his vessel to see over the smoke. Observing this the commanding officer of the ship, Captain Drayton, sent up a quartermaster with a piece of lead-line which he passed around the body of Farragut and made fast to the mast.

Thus lashed to the rigging, the noble old sea-king passed through the terrific struggle, shouting to his men below and directing the movement of the fleet. The war-sloop *Brooklyn* in advance of him was seen to stop suddenly. When asked the cause of this, it was shouted back that torpedoes were in the way. "D— the torpedoes!" exclaimed Farragut. "Four bells! Captain Drayton, go ahead! Jouett, full speed!" Thus the *Hartford*, with the old man lashed aloft, passed the *Brooklyn* to the head of the line and led the fleet into the bay. In the desperate and bloody struggle that followed, the indomitable spirit of Farragut seemed to inspire every man, and a glorious victory was won. The Federal fleet lost nearly four hundred men in this battle, but the results fully justified the sacrifice. It is said of Farragut on this occasion that when he saw the killed of the *Hartford* being laid out on deck he wept like a child. The brilliant conduct of this battle at Mobile raised the great commander to the pinnacle of his fame. On his return to New York, some months later, he was given a grand reception, and a purse of \$50,000 was presented to him for the purchase of a home. The admiral died at Portsmouth, N. H., in 1870, and his great and glorious deeds were embalmed forever in immortal song and story and in the memory of his adoring countrymen.

The second naval officer of the United States upon whom the

enced officer such as Porter was. This action, together with the surrender of Forts Anderson and Strong, both of which succumbed to Porter's fleet, closed the last of the Southern ports and virtually ended the war. The deserved reward of a full admiral's rank did not come to Porter until 1870, and he held it alone for two decades.

Of the third and last of our great naval heroes to be honored with the title of admiral, what can be said in his praise that has not already been said? Dewey served under Farragut at Mobile Bay and later under Porter at both attacks on Fort Fisher, and learned his lesson well of those masters of the sea. When he swept past the heights of Corregidor on that May morning a year ago, in scorn of the hidden perils of the passage, it is easy to believe that he had the example of his bold leader on the mast at Mobile Bay to guide and inspire his action. In all the line of illustrious men who have borne the title of admiral, from the days of King Edward I. to the present time—Van Tromp, the Hollander, Drake and Hawkes, the Englishmen—none has more richly merited the distinction, and none has borne it more worthily than he who led the fleet to victory in Manila Bay and planted the stars and stripes to remain forever afloat over the Philippines.

Aphorisms.

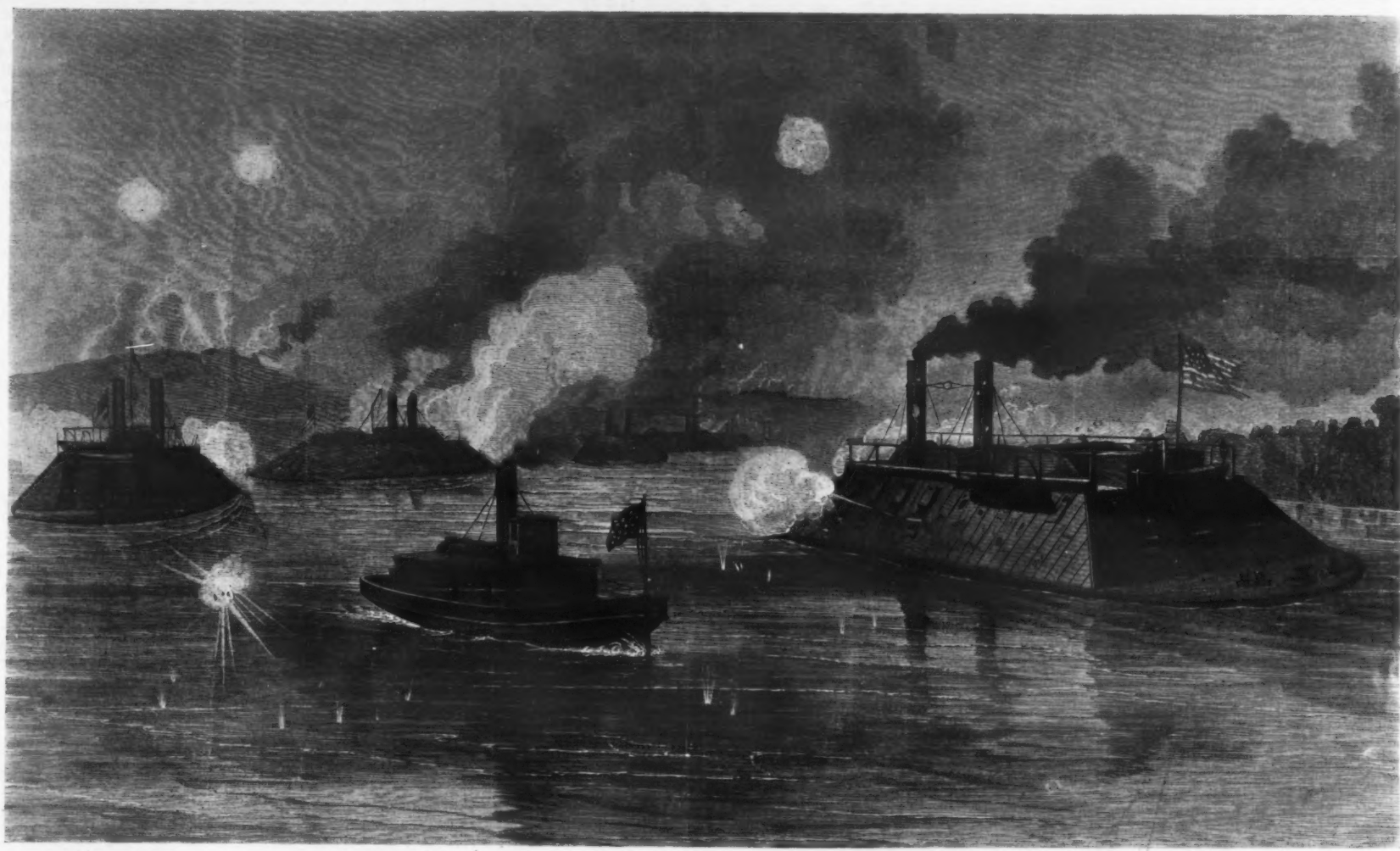
THE weakness of his dupes supplies his strength to the schemer.

Most people bear up remarkably well under the misfortunes of others.

The test for an educated man lies in his dealings with the uneducated.

Truth has to linger on the stoop while falsehood occupies the drawing-room.

An easy way to get rich is to persuade others that you can cure them of their poverty.



ADMIRAL PORTER SILENCING THE CONFEDERATE WORKS AT GRAND GULF, MISS., APRIL 29TH, 1863.
 Reproduced from "Leslie's Weekly" of May 30th, 1863.



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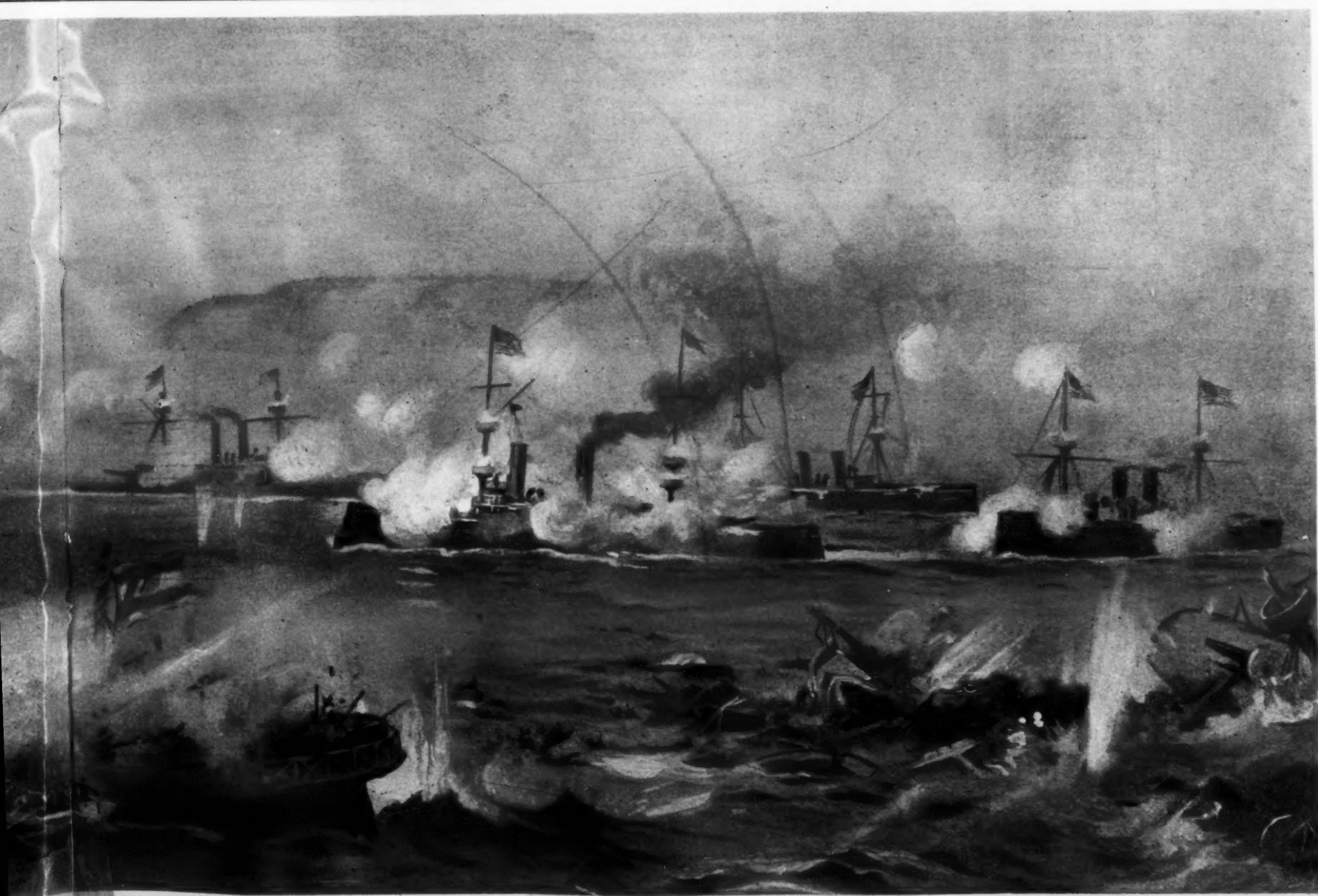
(This is a reproduction of Frank H. Schell's famous painting, handsome lithographs of which, four and one-sixth feet long and one foot and three-quarters wide)

ADMIRAL DEWEY'S MEMORABLE VICTORY

THREE GREAT BATTLES OF THE TH



ADMIRAL FARRAGUT'S HEROIC FIGHT AT MOBILE BAY IN 1862—DEWEY, AS A NAVAL LIEUTENANT, PARTICIPATED IN THIS FIGHT.
(1) FARRAGUT. (2) DEWEY.



THE MEMORABLE VICTORY AT MANILA.
(This illustration, one foot and three-quarters wide, in fourteen colors, will be sent to any address by "Leslie's Weekly," 110 Fifth Avenue, New York, on receipt of twenty-five cents.)

OF THE THREE AMERICAN ADMIRALS

VERMONT IS PROUD OF DEWEY.

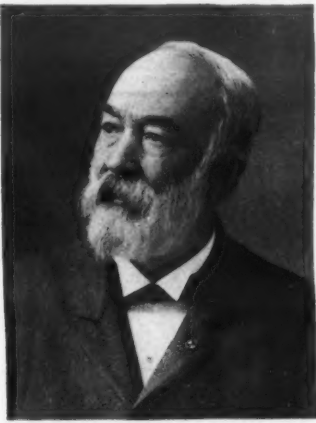
THE GREEN MOUNTAIN STATE, IN WHICH THE ADMIRAL WAS BORN AND WHERE HE SPENT HIS EARLY DAYS—THE ADMIRAL'S INTERESTING CAREER FROM BOYHOOD.

VERMONT has been the breeding-place of many men of the hardy, strong-willed type of which heroes and conquerors are made, but it never brought forth so commanding a figure of this pattern as he who was born in the Dewey home in Montpelier, in December, 1836, just one day too late to be a Christmas gift. There were two elder brothers then, Charles and Edward, and afterward Mary, a sister, all of whom are still living to share in the well-earned fame of their brother George. Dr. Julius Dewey, the admiral's father, was a country doctor, dignified, moderate, kind-hearted, a lover of learning, of children, and of his



THE OLD SCHOOL AT MONTPELIER, WHICH DEWEY ATTENDED.

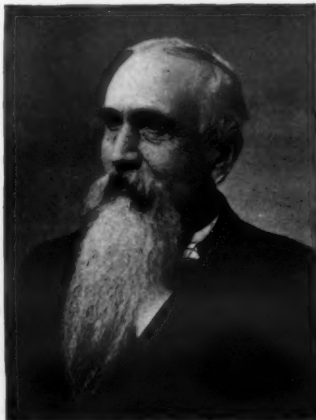
came to the Dog River, which enters the Winooski some distance from the town, they found it higher than the oldest inhabitant had ever seen it, the ford impassable from recent rains. William prudently counseled turning back, but to this the admiral would not listen. 'What man hath done, man can do,' said he, and he whipped up his horse and went at the ford four bells. Needless to say he found no bottom; the superstructure of his frail craft, which in this case was the buggy top, was cast adrift and floated swiftly away toward Lake Champlain, while the admiral, serene as ever, and the thoroughly frightened William clambered on the horse and managed to land in safety. When the boy reached home the doctor was away on a professional call, and an innate sense of tactics bade George go directly to bed, without waiting for supper. The father found him apparently asleep, but was not deceived, and immediately began to chide him for his rashness, when his son replied from the depths of the covers, 'You ought to be thankful that my life was spared.' Alas, the future admiral lisped!



THE HON. EDWARD DEWEY, THE ADMIRAL'S YOUNGER BROTHER.

Farragut himself. The two brothers, Charles and Edward, still live in Montpelier, and are counted among the most useful and prosperous business men of that city. The sister Mary became the wife of a Mr. Greeley and is now a widow, living in the old Vermont home.

It was at one time the cherished ambition of the Dewey family that George should enter one of the learned professions, either of law or medicine. But a course of study at the military academy at Norwich, Vermont, whither he went at the age of fifteen, helped to turn the young man's thoughts and ambitions in another direction, and the family wisely yielded to his desires. He secured a cadetship in the naval academy at Annapolis in the class of '54, and was graduated therefrom four years later, well up in his class. Of his life at Annapolis there is nothing to be said that is not to his credit. He was a careful and conscientious student, but not a plodder. He learned easily and his memory was excellent. He was observant and quick to grasp a situation. His abounding spirits and love of fun betrayed themselves in occasional harmless pranks, and he had several lively encounters with school-



THE HON. CHARLES DEWEY, PRESIDENT OF THE NATIONAL LIFE INSURANCE COMPANY OF MONTPELIER, VERMONT, THE ADMIRAL'S ELDER BROTHER.

mates who had given him good cause for offense. The strict discipline of the academy did him good, and when he came out of it, in 1858, number five in his class, he was a stalwart, broad-shouldered, handsome fellow, with every promise of a successful, if not a brilliant, career.

On graduation he was immediately assigned to duty as midshipman on the *Wabash*, and the next two years were spent cruising in the Mediterranean. Then came the Civil War. From the beginning to the end of that conflict, Dewey was at the centre of things, so far as the navy was concerned, and shared to the full its dangers and vicissitudes. He began his war service

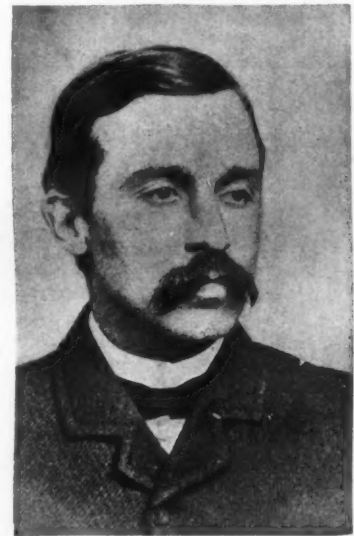
in 1861, as a first-lieutenant on the steam frigate *Mississippi*, in the fleet of Admiral Farragut, and remained on that vessel until, in 1863, she sank in the Mississippi River, opposite Port Hudson, torn and riddled with Confederate shot. In this engagement Lieutenant Dewey's fighting qualities showed themselves in a more conspicuous degree than ever before, and many stories are told of his coolness and daring at this critical time.

Earlier than this, on April 23d. 1862, Lieutenant Dewey had



ENTRANCE TO THE CAPITOL AT MONTPELIER, VT.—DEWEY'S STATUE IS TO BE PLACED OPPOSITE THAT OF ETHAN ALLEN'S, SHOWN IN THE PICTURE.

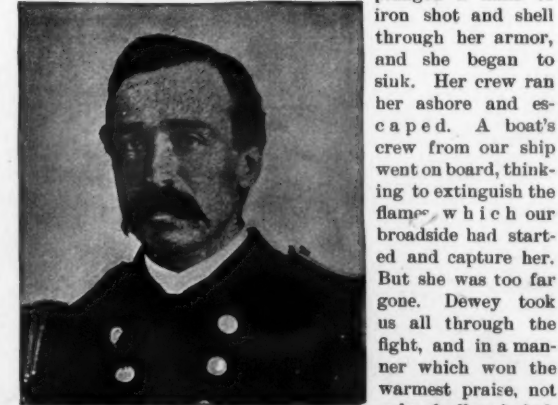
would belch forth and there he was, away up in the midst of it, the flames from the guns almost touching him, and the big shot and shell passing near enough to him to blow him over with their breath, while he held firmly to the bridge rail. Every time the dark came back I felt sure that we would never see Dewey again. But at the next flash there he stood. His hat



DEWEY IN 1867, WHEN HE WAS A LIEUTENANT, AT THE TIME OF HIS MARRIAGE.

was blown off and his eyes were aflame. But he gave his orders with the air of a man in thorough command of himself. He took in everything. He saw a point of advantage and seized it at once."

While the ships of the three divisions were still under the direct fire of the forts the Confederate squadron came dashing down the river to dispute the way, the ram *Manassas* in the lead. The great frigate *Brooklyn* was her first object. Twice the *Manassas* struck her, but without doing any serious damage, and after a terrific exchange of cannon-balls the two vessels swung apart,



DEWEY WHEN COMMANDER OF THE "PENSACOLA," IN 1885.

plunged a mass of iron shot and shell through her armor, and she began to sink. Her crew ran her ashore and escaped. A boat's crew from our ship went on board, thinking to extinguish the flames, which our broadside had started and capture her. But she was too far gone. Dewey took us all through the fight, and in a manner which won the warmest praise, not only of all on board, but of Farragut himself. He was cool

from first to last, and after we had passed the fort and reached safety and he came down from the bridge his face was black with smoke, but there wasn't a drop of perspiration on his brow." After the destruction of the *Mississippi* Lieutenant Dewey was ordered to the steam gun-boat *Agawam*, of the Atlantic blockading squadron, and was engaged heavily with rebel batteries in August, 1864, for which Commander Rhind, his officers and men, received the highest praise in the report of the admiral commanding the Navy Department.



THE OLD DEWEY HOMESTEAD, BIRTHPLACE OF THE ADMIRAL.

fellow-men. He had nothing but his two hands to begin life with, but his skill, integrity and industry won him a large practice, and he was enabled to surround his children with many of the comforts and some of the luxuries of life, and the Dewey cottage, across from the state-house at Montpelier, was as beautiful a home as one could wish to see.

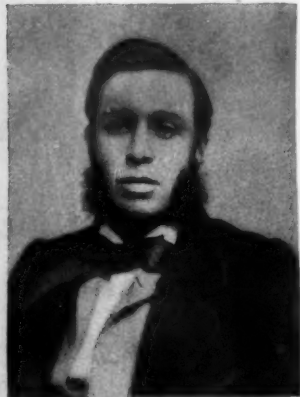
Here the future admiral passed his boyhood in the free, happy, and healthy life of a well-ordered, typical New England community. Young Dewey was not a prodigy, nor even what might be called a precocious lad. He was just a hearty, good-natured, all-around American boy, full of animal spirits, and given, as most such boys are, to a good deal of harmless pranking. His father tempered his love and care for his children with wholesome discipline, and so it happened occasionally that George came under righteous chastisement for some of his youthful escapades, an experience for which he has reason to be thankful in after life. He went barefoot in summer, learned to swim, hunt and fish at a tender age, and achieved a considerable reputation among his mates for his skill in these



DR. DEWEY, ADMIRAL DEWEY'S FATHER, WHO DIED IN 1877.

things. One or two illustrative facts or incidents of his youthful days are thus related by Mr. Winston Churchill, in a biographical sketch in the *Review of Reviews*:

"'Robinson Crusoe' pleased him, and aroused a passion for adventure in far-away lands, which he took out in tramps over his own Vermont mountains, with Sister Mary, perhaps, as man



DEWEY AT THE AGE OF THIRTY YEARS.

Friday. But a fateful day came when his big brother Charles, twelve years older, presented him with a copy of the 'Life of Hannibal' by Snow. 'Look on the stars,' said the Hale house, and over it a heavy crust with a surface like glass. To ten-year-old Hannibal here was a Jungfrau ready to hand and well-nigh as formidable. Orders were at once issued to Sister Mary, in this instance the army and all the appurtenances thereof, who cheerfully left her 'Child Life of Queen Bess' and the cozy fireside to follow her captain over the Alps—no mean undertaking—and afterward, to pay for her loyalty, poor little soul, by a week in bed. History does not mention what happened to George."

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Lieutenant Dewey served in both attacks upon Fort Fisher. He was commissioned lieutenant-commander March 3d, 1865, eleven years after his entry into the service as an acting midshipman.

After the war Lieutenant Dewey served for a year or so on the *Kearsarge*, on the European station. He was transferred to the *Colorado*, frigate, a flag-ship, in 1867, and was for some time on duty on board the *Canandaigua* of the same squadron, showing executive ability of a high order at a time when it was needed. During 1868 and 1869 he was stationed at the naval academy, and then commanded the *Narragansett* on special service. He was on duty at the torpedo station in 1872. For the next three years he was upon the Pacific survey in the *Narragansett*, and followed this service by a term as lighthouse inspector. He was secretary of the lighthouse board from 1877 to 1882. Then he made a cruise in command of the *Juniata* on the Asiatic station, and was promoted captain in 1884. In that year he commanded the *Dolphin* and then the *Pensacola*, the flag-ship of the European station, from 1885 to 1888. In 1897 Captain Dewey became chief of the bureau of equipment and recruiting, with the rank of commodore.



THE LATE WIFE OF THE ADMIRAL.
MRS. DEWEY DIED IN 1872.

It was an eventful day in Dewey's career when, in January, 1898, he was appointed to the command of the Asiatic squadron, then cruising in the Pacific. He was now a full commodore, having been promoted to that rank in 1896. The fleet was at Hong-Kong when the war with Spain broke out, and Commodore Dewey received orders to proceed at once to the Philippines and capture or destroy the Spanish vessels stationed at that point.

How he executed those orders is a wonderful story that all the world knows well. His subsequent conduct in the critical days following the battle of May 1st, and more recently during the insurrection of the Filipinos, has only served to accentuate the noble traits of his character and to deepen the esteem in which he is held by his fellow-men.

While on duty at Portsmouth, N. H., in 1867, Lieutenant Dewey met and married Miss Susy Goodwin, a daughter of the war Governor of the Granite State. Mrs. Dewey died in 1872, leaving one son, George Dewey, who was graduated at Princeton and is now connected with a commercial house in New York. Since his wife's death Admiral Dewey has had his home chiefly in Washington, where he has been much of the time on official duty.

Beautiful Gift to the "Olympia."

A FEATURE of the welcome to Admiral Dewey and the cruiser *Olympia*, in New York harbor, will be the presentation of the commemorative tablet designed by Paul W. Morris, of New York, and executed by him under the supervision of Daniel C. French. It is fashioned of bronze, and the sculptor's conception instantly impresses the beholder as one of noble dignity. The centre of the tablet is occupied by a magnificent figure of "Victory," whose outstretched arms support a flowing scroll, bearing the now famous words of Admiral Dewey to the commander of his flag-ship: "Gridley, you may fire when ready." On either side of the figure is the inscription: "From the Citizens of Olympia and State of Washington. Greeting of Olympia to Her Namesake, 1898." The tablet will be placed in the *Olympia's* forward turret.

The Handsomest Married Women.

SEE "DEMOREST'S FAMILY MAGAZINE," NOVEMBER ISSUE, FOR THE PHOTOGRAPHS OF THE TWELVE HANDSOMEST MARRIED WOMEN IN THE WORLD.

EVERY lady will be interested in the statement that the November issue of *Demorest's Family Magazine* will appear in a new and popular form, and with the most attractive new features in addition to all the best of its old departments. Some of its special attractions will be as follows:

Photographs of the Twelve Most Beautiful Married Women in the World.

"Helen Gould and Her Work," illustrated with new never before published.

Original Anecdotes of Admiral Dewey by Members of his Family.

"The Life of an Army Nurse," by Mrs. Dr. Anita Newcomb McGee, the only woman who has ever been appointed to an official position in the medical department of the United States Army.

The opening chapters of a thrilling story by Max Pemberton, entitled "A Bachelor's Story."

"Phoebe's Way," a delightful story, by Edgar Fawcett. New Sports for Fall.

Thanksgiving Cooking—Hints and Suggestions; and all the regular departments—"Home Art," "The Household," "About Women," "Health and Beauty," "Fashions," "Pattern Designs," etc.

Try it for three months. Sent to any address for TWENTY-FIVE CENTS for that period, or one dollar per year.

Dewey's Day.

BRING them out from chest and locker,
All the tattered battle-flags,
Smoked and scorched and frayed and faded,
But so glorious in their rags.
Once again to wind and weather
Give the silk or bunting gay,
When the battle-worn *Olympia*
Drops her anchor in the bay.

Load the guns that in their slumbers
Have forgotten strife and pain,
Since away down South in Dixie
They were cooled with crimson rain.
Let them speak a mighty welcome
From united blue and gray,
When the battle-worn *Olympia*
Drops her anchor in the bay.

She is sweeping through the waters
Like a veteran of the seas,
With her ropes and banners singing
Songs of triumph in the breeze.
And our prayers go out to meet her
And to help her on the way,
Till the battle-worn *Olympia*
Drops her anchor in the bay.

Every heart is on the ocean,
Every eye is on the foam,
Dewey, like a Roman victor,
O'er the deep comes sailing home
And the cheers will drown the music
When the drums and bugles play
And the battle-worn *Olympia*
Drops her anchor in the bay.

He has set the flag of freedom
At the edges of the world;
He has shown to earth the glory
Of the stars and stripes unfurled.
And the nation waits to greet him—
What a day! oh, what a day
When the battle-worn *Olympia*
Drops her anchor in the bay!

MINNA IRVING.

Hints for the Insured.

It is a singular fact that the only complaints heard against life insurance come either from those who are not insured at all or those who carry policies in companies or associations that are



THE GIFT OF WASHINGTON STATE TO THE "OLYMPIA."

not economically and honestly administered. One of the last things in the world with which a good business man would part in his day of adversity is his policy of life insurance. And one of the first things that a careful, saving young man should invest in is a policy in one of the great, sound, substantial companies, which will bring him satisfactory returns later in life, or which will, in case of his death, provide for the maintenance of those who are dependent upon him. This column is addressed, therefore, to the thoughtful, sober, sensible reader, and I need not add that I try to write without bias, prejudice, or self-interest. It is a pleasure for me, as the years of a closing life pass, to add to the comfort and happiness of the hundreds and thousands of readers of *LESLIE'S WEEKLY*, and to get into personal communication with so many of them from week to week.

"B." Chicago: I have not sufficient of the literature of the company you refer to on hand to pass careful judgment on the matter. Would like to see its last annual report.

"F." Cleveland: I think the company you mention is strong. I do not know of any of the great companies that give sick benefits, and would not advise a policy in any association that does, unless you need it only for temporary uses.

"P." Paris, Ill.: I have been unable to obtain a copy of the annual report of the company you allude to, but I certainly would not recommend a policy in it, when you can do equally well in one of the great, safe, old-line companies, like the New York Life, the Mutual Life, the Equitable, or the Provident Savings Life Association.

Talk to Money-makers.

[NOTICE.—This department is intended for the information of the regular readers of *LESLIE'S WEEKLY*. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests.]

THE break in Brooklyn Rapid Transit was a signal illustration of one of the dangers to which the stock market is subjected, always after a period of inflation. Writers on the bull side may insist that prices are not too high, considering the prosperous condition of our industries, our railroads, export trade, and crops, but it needs little argument to demonstrate to an investor that he is not making money by buying stocks, yielding only four and one-half per cent., when he can loan his funds on the street and obtain six per cent.

The squeeze in money meant low prices, too, because it compelled those who held stocks on a margin to get rid of them, or a part of them; for a broker does not like to carry his customers' accounts at five or six per cent. when he, himself, must pay the banker from seven to nine per cent. interest. What has been done with Brooklyn Rapid Transit may, and probably will, be done with other stocks, and before the liquidation is complete, and before a new bull movement starts in, we will have a lower level of prices.

After a quarter of a century's experience with financial matters, I have felt satisfied for months that prices were too high to justify another well-defined bull movement. We cannot have such a movement this year or next, unless first, by a process of liquidation, we bring prices down to a level that will make buying for investment as well as speculation more profitable. The liquidation in some of the stocks that we have seen of late I regard as a sign of hope for the bulls, and the more rapid and complete this is, the greater the prospect for another rise in prices before the complexities, doubts, and uncertainties of a Presidential year cast their baleful shadows over business.

"Musical." New York: Watson & Gibson, 55 Broadway; Spencer Trask & Co., Pine Street; Henry Clews & Co., Broad Street.

"L. L." Des Moines, Ia.: I think the decision of the St. Paul directors not to pay an extra dividend was wise. They no doubt realized that next year, or the year following, present earnings might not be maintained and that it was wiser to have a surplus than to invite a deficit.

"G." Albany, N. Y.: I do not believe the story that the drop in Brooklyn Rapid Transit was due to a combination seeking its control, for I understand that the control of the stock for some years is fixed in the hands of trustees.

Reader, Boston, Mass.: Among the industrials I think the National Tube, both common and preferred, offers promise of a good investment. American Cotton Oil, preferred and common, also stand well. The coal stocks, and especially Delaware and Hudson, bought on reactions, ought to be profitable. (2) The slump in Copper was justified by the vast inflation of all copper properties. I advise against the purchase.

"G." Omaha, Neb.: The promise of a great harvest in the West is, as you say, a bull point. But even blessings have their temporary drawbacks. A great harvest will require much more money to move the crops than would be required if the harvest were small. Many optimistic financiers insist that there will be but a small diversion of funds to the West from the depleted money centres of the East, but the evidence to establish the truth of this contention has not appeared to me.

"Reader." Chattanooga, Tenn.: The earnings of Louisville and Nashville, as you say, show a good increase, but I do not regard this stock as any better than a three-per-cent. dividend-payer for the time being, and would not care to hold it for a long pull at much more than existing prices. (2) I would not sell my New York Central. (3) Southern Pacific has a speculative value, and an attempt is being made to advance its price. On its merits, as a possible dividend-payer, no great advance is justified.

"G." Poughkeepsie, New York: Mr. Keene's bear prophecy exerted an influence on the market. Keene is a speculator and of course speaks for himself. He is a bear when he is short, and a bull when he is long of the market, and talks accordingly. That is business for him and I don't blame him, for he is a professional operator. (2) You were right in selling out your Leather on the recent rise. Many a man in the stock market is only waiting for the chance that Russell Sage says comes to every man, of getting out without a loss. The old French proverb has a special application to the market: "All things come to him who waits."

"Clerk." New Orleans: The fact that the Secretary of the Treasury had decided to issue gold certificates was in itself suggestive, for it indicated that business interests demanded relief of some kind from the Federal authorities. I doubt if this will furnish the required assistance to the money market. That will come only from imports of gold, which will add directly to the volume of our currency. The difficulty is that all the other great commercial nations need gold more than we do, and will do their best to prevent its exportation to us. (2) I am afraid that it will be difficult to pass a bill in the next House of Representatives, with its slender Republican majority, which will definitely place our finances on a gold basis and relegate silver to the background.

"T." Tupper Lake, N. Y.: The *Financial Chronicle*, the weekly reports of mercantile agencies, reports of railroad earnings, and news bearing on industrial prospects and the financial outlook must all be a part of your study, if you wish to deal with wisdom and knowledge on the stock market. This will not give you access to the secrets of cliques, combinations, and promoters, but it will help you to follow the general trend of things. (2) My introductory article, I think, answers your question. I do not believe a bull movement will, if one comes, outlast the spring of the Presidential year. Something, of course, will depend upon the contingencies at home and abroad, and on the probable outcome of the two Presidential conventions. (3) Free liquidation would naturally ease the money market and be helpful for a rise. (4) Much of the talk in the daily papers, in reference to Standard Oil interest in securities that the combinations have to sell, is absolutely without foundation, and it is shameful that financial writers practice this form of deceit as commonly as they do. (5) Your suggestion of a sort of combination of the big operators in favor of a rise has been in the minds of a great many others, but I doubt if it is possible to organize a gigantic stock-market trust. It would take more money than is in sight to control the floating shares of the largely increased list of stocks, industrials included, now being sold. It would be a dangerous game for capitalists to play, for any unfortunate and unforeseen circumstance might give the market a shock it could not withstand, such as it had, for instance, when Garfield was assassinated. It is more likely that large interests may combine in a line of specialties and seek, by advancing these, to strengthen the whole market and give it an upward impulse. The Vanderbilts, the coal or the gas stocks can be easily boosted by such a concerted effort, but if the public, instead of buying on a rise, finds it convenient to sell, this manipulation will not be effectual. The best thing on which to predicate a rise is a low level of prices warranting an advance, and that we have not had. It is foolish to argue to the contrary when money readily commands six per cent. on the street, while New York Central pays only four per cent., St. Paul five, and Omaha three, as an investment. (6) American Sugar will suffer from the war with the outside refineries. I shall not believe that this war is to end until an authentic statement to that effect is made by the American Sugar Refining Company, or by its opponents. At the outset the former declared that it would make the fight to the finish. This was a sensible conclusion, for if it buys in its competitors it will only put a premium on new and greater competition. If it drives its competitors to the wall it will teach others a lasting lesson. Still, I would not sell Sugar short.

JASPER.

If you feel Depressed

Use Horsford's Acid Phosphate.

DR. W. E. PITMAN, Lynchburg, Va., says: "I have used it in nervous depression and dyspeptic troubles, with good result."

Summer Feeding

for infants necessitates the greatest caution and careful study of conditions. Care in diet, first and last. The use of Gail Borden Eagle Brand Condensed Milk has largely simplified this problem. Beware of unknown brands. Get the best.

The Hermit.

VERMONT IS PROUD OF DEWEY.

THE GREEN MOUNTAIN STATE, IN WHICH THE ADMIRAL WAS BORN AND WHERE HE SPENT HIS EARLY DAYS—THE ADMIRAL'S INTERESTING CAREER FROM BOYHOOD.

VERMONT has been the breeding-place of many men of the hardy, strong-willed type of which heroes and conquerors are made, but it never brought forth so commanding a figure of this pattern as he who was born in the Dewey home in Montpelier, in December, 1836, just one day too late to be a Christmas gift. There were two elder brothers then, Charles and Edward, and afterward Mary, a sister, all of whom are still living to share in the well-earned fame of their brother George. Dr. Julius Dewey, the admiral's father, was a country doctor, dignified, moderate, kind-hearted, a lover of learning, of children, and of his



THE OLD DEWEY HOMESTEAD, BIRTHPLACE OF THE ADMIRAL.

fellow-men. He had nothing but his two hands to begin life with, but his skill, integrity and industry won him a large practice, and he was enabled to surround his children with many of the comforts and some of the luxuries of life, and the Dewey cottage, across from the state-house at Montpelier, was as beautiful a home as one could wish to see.

Here the future admiral passed his boyhood in the free, happy, and healthy life of a well-ordered, typical New England community. Young Dewey was not a prodigy, nor even what might be called a precocious lad. He was just a hearty, good-natured, all-around American boy, full of animal spirits, and



DR. DEWEY, ADMIRAL DEWEY'S FATHER, WHO DIED IN 1877.

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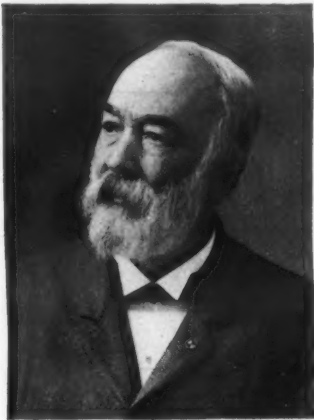
"'Robinson Crusoe' pleased him, and aroused a passion for adventure in far-away lands, which he took out in tramps over his own Vermont mountains, with Sister Mary, perhaps, as man Friday. But a fateful day came when his big brother Charles, twelve years older, presented him with a copy of the 'Life of Hannibal.' Snow lay on the steps of the Hale house, and over it a heavy crust with a surface like glass. To ten-year-old Hannibal here was a Jungfrau ready to hand and well-nigh as formidable. Orders were at once issued to Sister Mary, in this instance the army and all the appurtenances thereof, who cheerfully left her 'Child Life of Queen Bess' and the cozy fireside to follow her captain over the Alps—no mean undertaking—and afterward, to pay for her loyalty, poor little soul, by a week in bed. History does not mention what happened to George."

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THE OLD SCHOOL AT MONTPELIER, WHICH DEWEY ATTENDED.

came to the Dog River, which enters the Winooski some distance from the town, they found it higher than the oldest inhabitant had ever seen it, the ford impassable from recent rains. William prudently counseled turning back, but to this the admiral would not listen. 'What man hath done, man can do,' said he, and he whipped up his horse and went at the ford four bells. Needless to say he found no bottom; the superstructure of his frail craft, which in this case was the buggy top, was cast adrift and floated swiftly away toward Lake Champlain, while the admiral, serene as ever, and the thoroughly frightened William clambered on the horse and managed to land in safety. When the boy reached home the doctor was away on a professional call, and an innate sense of tactics bade George go directly to bed, without waiting for supper. The father found him apparently asleep, but was not deceived, and immediately began to chide him for his rashness, when his

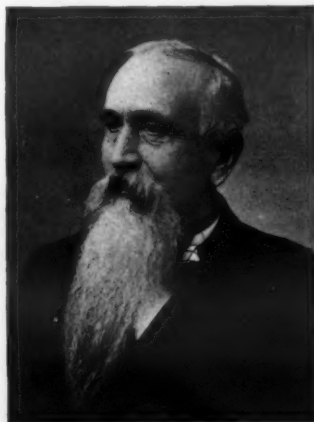


THE HON. EDWARD DEWEY, THE ADMIRAL'S YOUNGER BROTHER.

son replied from the depths of the covers, 'You ought to be thankful that my life hath thinned.' Alas, the future admiral lisped!

Young Dewey lost his devoted mother when he was only five years old—too young to realize how much such a loss meant to him. Dr. Dewey subsequently married twice and the home life seems to have been well sustained and happy to the end. The father lived until after the Civil War, and had the pleasure of hearing praise of his noble son from the lips of Admiral Farragut himself. The two brothers, Charles and Edward, still live in Montpelier, and are counted among the most useful and prosperous business men of that city. The sister Mary became the wife of a Mr. Greeley and is now a widow, living in the old Vermont home.

It was at one time the cherished ambition of the Dewey family that George should enter one of the learned professions, either of law or medicine. But a course of study at the military academy at Norwich, Vermont, whither he went at the age of



THE HON. CHARLES DEWEY, PRESIDENT OF THE NATIONAL LIFE INSURANCE COMPANY OF MONTPELIER, VERMONT, THE ADMIRAL'S ELDER BROTHER.

fifteen, helped to turn the young man's thoughts and ambitions in another direction, and the family wisely yielded to his desires. He secured a cadetship in the naval academy at Annapolis in the class of '54, and was graduated there from four years later, well up in his class. Of his life at Annapolis there is nothing to be said that is not to his credit. He was a careful and conscientious student, but not a plodder. He learned easily and his memory was excellent. He was observant and quick to grasp a situation. His abounding spirits and love of fun betrayed themselves in occasional harmless pranks, and he had several lively encounters with schoolmates who had given him good cause for offense. The strict discipline of the academy did him good, and when he came out of it, in 1858, number five in his class, he was a stalwart, broad-shouldered, handsome fellow, with every promise of a successful, if not a brilliant, career.

On graduation he was immediately assigned to duty as midshipman on the *Wabash*, and the next two years were spent cruising in the Mediterranean. Then came the Civil War. From the beginning to the end of that conflict, Dewey was at the centre of things, so far as the navy was concerned, and shared to the full its dangers and vicissitudes. He began his war service

in 1861, as a first-lieutenant on the steam frigate *Mississippi*, in the fleet of Admiral Farragut, and remained on that vessel until, in 1863, she sank in the Mississippi River, opposite Port Hudson, torn and riddled with Confederate shot. In this engagement Lieutenant Dewey's fighting qualities showed themselves in a more conspicuous degree than ever before, and many stories are told of his coolness and daring at this critical time.

Earlier than this, on April 23d, 1862, Lieutenant Dewey had



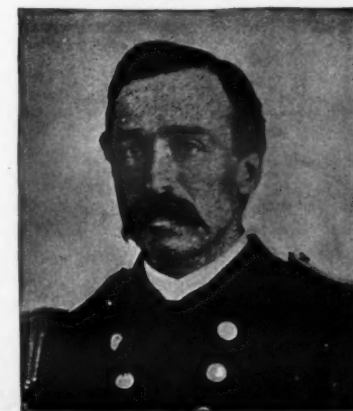
ENTRANCE TO THE CAPITOL AT MONTPELIER, VT.—DEWEY'S STATUE IS TO BE PLACED OPPOSITE THAT OF ETHAN ALLEN'S, SHOWN IN THE PICTURE.

received his first real baptism of fire under Admiral Farragut at Mobile Bay, and acquitted himself so well on that occasion as to receive the warmest praise of his superiors. It was a night engagement, and Chief Engineer Baird, United States Navy, an eye-witness, thus describes Dewey's part in the fight: "I can see him now in the red and yellow glare flung from the cannon mouths. It was like some terrible thunder-storm with almost incessant lightning. For an instant all would be dark and Dewey unseen. Then the forts



DEWEY IN 1867, WHEN HE WAS A LIEUTENANT, AT THE TIME OF HIS MARRIAGE.

would belch forth and there he was, away up in the midst of it, the flames from the guns almost touching him, and the big shot and shell passing near enough to him to blow him over with their breath, while he held firmly to the bridge rail. Every time the dark came back I felt sure that we would never see Dewey again. But at the next flash there he stood. His hat



DEWEY WHEN COMMANDER OF THE "PENSACOLA," IN 1885.

was blown off and his eyes were aflame. But he gave his orders with the air of a man in thorough command of himself. He took in everything. He saw a point of advantage and seized it at once."

While the ships of the three divisions were still under the direct fire of the forts the Confederate squadron came dashing down the river to dispute the way, the ram *Manassas* in the lead. The great frigate *Brooklyn* was her first object. Twice the *Manassas* struck her, but without doing any serious damage, and after a terrific exchange of cannon-balls the two vessels swung apart, the *Manassas* drifting away in the darkness to seek for new adversaries. As the gray dawn was breaking she bore down upon the *Mississippi*. Let Baird renew his narrative: "Dewey, like a flash, saw what was the best to be done, and as he put his knowledge into words the head of the *Mississippi* fell off, and as the ram came up alongside the entire starboard broadside plunged a mass of iron shot and shell through her armor, and she began to sink. Her crew ran her ashore and escaped. A boat's crew from our ship went on board, thinking to extinguish the flames which our broadside had started and capture her. But she was too far gone. Dewey took us all through the fight, and in a manner which won the warmest praise, not only of all on board, but of Farragut himself. He was cool from first to last, and after we had passed the fort and reached safety and he came down from the bridge his face was black with smoke, but there wasn't a drop of perspiration on his brow."

After the destruction of the *Mississippi* Lieutenant Dewey was ordered to the steam gun-boat *Agawam*, of the Atlantic blockading squadron, and was engaged heavily with rebel batteries in August, 1864, for which Commander Rhind, his officers and men, received the highest praise in the report of the admiral commanding to the Navy Department.

Lieutenant Dewey served in both attacks upon Fort Fisher. He was commissioned lieutenant-commander March 3d, 1865, eleven years after his entry into the service as an acting midshipman.

After the war Lieutenant Dewey served for a year or so on the *Kearsarge*, on the European station. He was transferred to the *Colorado*, frigate, a flag-ship, in 1867, and was for some time on duty on board the *Canandaigua* of the same squadron, showing executive ability of a high order at a time when it was needed. During 1868 and 1869 he was stationed at the naval academy, and then commanded the *Narragansett* on special service. He was on duty at the torpedo station in 1872. For the next three years he was upon the Pacific survey in the *Narragansett*, and followed this service by a term as lighthouse inspector. He was secretary of the lighthouse board from 1877 to 1882. Then he made a cruise in command of the *Junata* on the Asiatic station, and was promoted captain in 1884. In that year he commanded the *Dolphin* and then the *Pensacola*, the flag-ship of the European station, from 1885 to 1888. In 1897 Captain Dewey became chief of the bureau of equipment and recruiting, with the rank of commodore.



THE LATE WIFE OF THE ADMIRAL. MRS. DEWEY DIED IN 1872.

It was an eventful day in Dewey's career when, in January, 1898, he was appointed to the command of the Asiatic squadron, then cruising in the Pacific. He was now a full commodore, having been promoted to that rank in 1896. The fleet was at Hong-Kong when the war with Spain broke out, and Commodore Dewey received orders to proceed at once to the Philippines and capture or destroy the Spanish vessels stationed at that point.

How he executed those orders is a wonderful story that all the world knows well. His subsequent conduct in the critical days following the battle of May 1st, and more recently during the insurrection of the Filipinos, has only served to accentuate the noble traits of his character and to deepen the esteem in which he is held by his fellow-men.

While on duty at Portsmouth, N. H., in 1867, Lieutenant Dewey met and married Miss Susy Goodwin, a daughter of the war Governor of the Granite State. Mrs. Dewey died in 1872, leaving one son, George Dewey, who was graduated at Princeton and is now connected with a commercial house in New York. Since his wife's death Admiral Dewey has had his home chiefly in Washington, where he has been much of the time on official duty.

Beautiful Gift to the "Olympia."

A FEATURE of the welcome to Admiral Dewey and the cruiser *Olympia*, in New York harbor, will be the presentation of the commemorative tablet designed by Paul W. Morris, of New York, and executed by him under the supervision of Daniel C. French. It is fashioned of bronze, and the sculptor's conception instantly impresses the beholder as one of noble dignity. The centre of the tablet is occupied by a magnificent figure of "Victory," whose outstretched arms support a flowing scroll, bearing the now famous words of Admiral Dewey to the commander of his flag-ship: "Gridley, you may fire when ready." On either side of the figure is the inscription: "From the Citizens of Olympia and State of Washington. Greeting of Olympia to Her Namesake, 1898." The tablet will be placed in the *Olympia's* forward turret.

The Handsomest Married Women.

SEE "DEMOREST'S FAMILY MAGAZINE," NOVEMBER ISSUE, FOR THE PHOTOGRAPHS OF THE TWELVE HANDSOMEST MARRIED WOMEN IN THE WORLD.

EVERY lady will be interested in the statement that the November issue of *Demorest's Family Magazine* will appear in a new and popular form, and with the most attractive new features in addition to all the best of its old departments. Some of its special attractions will be as follows:

Photographs of the Twelve Most Beautiful Married Women in the World.

"Helen Gould and Her Work," illustrated with new novel before published.

Original Anecdotes of Admiral Dewey by Members of his Family.

"The Life of an Army Nurse," by Mrs. Dr. Anita Newcomb McGee, the only woman who has ever been appointed to an official position in the medical department of the United States Army.

The opening chapters of a thrilling story by Max Pemberton, entitled "A Bachelor's Story."

"Phoebe's Way," a delightful story, by Edgar Fawcett. New Sports for Fall.

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Try it for three months. Sent to any address for TWENTY-FIVE CENTS for that period, or one dollar per year.

Dewey's Day.

BRING them out from chest and locker,
All the tattered battle-flags,
Smoked and scorched and frayed and faded,
But so glorious in their rage.
Once again to wind and weather
Give the silk or bunting gay,
When the battle-worn *Olympia*
Drops her anchor in the bay.

Load the guns that in their slumbers
Have forgotten strife and pain,
Since away down South in Dixie
They were cooled with crimson rain.
Let them speak a mighty welcome
From united blue and gray,
When the battle-worn *Olympia*
Drops her anchor in the bay.

She is sweeping through the waters
Like a veteran of the seas,
With her ropes and banners singing
Songs of triumph in the breeze.
And our prayers go out to meet her
And to help her on the way,
Till the battle-worn *Olympia*
Drops her anchor in the bay.

Every heart is on the ocean,
Every eye is on the foam,
Dewey, like a Roman victor,
O'er the deep comes sailing home
And the cheers will drown the music
When the drums and bugles play
And the battle-worn *Olympia*
Drops her anchor in the bay.

He has set the flag of freedom
At the edges of the world;
He has shown to earth the glory
Of the stars and stripes unfurled.
And the nation waits to greet him—
What a day! oh, what a day
When the battle-worn *Olympia*
Drops her anchor in the bay!

MINNA IRVING.

Hints for the Insured.

It is a singular fact that the only complaints heard against life insurance come either from those who are not insured at all or those who carry policies in companies or associations that are



THE GIFT OF WASHINGTON STATE TO THE "OLYMPIA."

not economically and honestly administered. One of the last things in the world with which a good business man would part in his day of adversity is his policy of life insurance. And one of the first things that a careful, saving young man should invest in is a policy in one of the great, sound, substantial companies, which will bring him satisfactory returns later in life, or which will, in case of his death, provide for the maintenance of those who are dependent upon him. This column is addressed, therefore, to the thoughtful, sober, sensible reader, and I need not add that I try to write without bias, prejudice, or self-interest. It is a pleasure for me, as the years of a closing life pass, to add to the comfort and happiness of the hundreds and thousands of readers of *LESLIE'S WEEKLY*, and to get into personal communication with so many of them from week to week.

"B." Chicago: I have not sufficient of the literature of the company you refer to on hand to pass careful judgment on the matter. Would like to see its last annual report.

"F." Cleveland: I think the company you mention is strong. I do not know of any of the great companies that give sick benefits, and would not advise a policy in any association that does, unless you need only for temporary uses.

"W." Paris, Ill.: I have been unable to obtain a copy of the annual report of the company you allude to, but I certainly would not recommend a policy in it, when you can do equally well in one of the great, safe, old-line companies, like the New York Life, the Mutual Life, the Equitable, or the Provident Savings Life Association.

The Harriet.

Talk to Money-makers.

[NOTICE.—This department is intended for the information of the regular readers of *LESLIE'S WEEKLY*. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests.]

THE break in Brooklyn Rapid Transit was a signal illustration of one of the dangers to which the stock market is subjected, always after a period of inflation. Writers on the bull side may insist that prices are not too high, considering the prosperous condition of our industries, our railroads, export trade, and crops, but it needs little argument to demonstrate to an investor that he is not making money by buying stocks, yielding only four and one-half per cent., when he can loan his funds on the street and obtain six per cent.

The squeeze in money meant low prices, too, because it compelled those who held stocks on a margin to get rid of them, or a part of them; for a broker does not like to carry his customers' accounts at five or six per cent. when he, himself, must pay the banker from seven to nine per cent. interest. What has been done with Brooklyn Rapid Transit may, and probably will, be done with other stocks, and before the liquidation is complete, and before a new bull movement starts in, we will have a lower level of prices.

After a quarter of a century's experience with financial matters, I have felt satisfied for months that prices were too high to justify another well-defined bull movement. We cannot have such a movement this year or next, unless first, by a process of liquidation, we bring prices down to a level that will make buying for investment as well as speculation more profitable. The liquidation in some of the stocks that we have seen of late I regard as a sign of hope for the bulls, and the more rapid and complete this is, the greater the prospect for another rise in prices before the complexities, doubts, and uncertainties of a Presidential year cast their baleful shadows over business.

"Musical," New York: Watson & Gibson, 55 Broadway; Spencer Trask & Co., Pine Street; Henry Clews & Co., Broad Street.

"L. L." Des Moines, Ia.: I think the decision of the St. Paul directors not to pay an extra dividend was wise. They no doubt realized that next year, or the year following, present earnings might not be maintained and that it was wiser to have a surplus than to invite a deficit.

"G." Albany, N. Y.: I do not believe the story that the drop in Brooklyn Rapid Transit was due to a combination seeking its control, for I understand that the control of the stock for some years is fixed in the hands of trustees.

Reader, Boston, Mass.: Among the industrials I think the National Tube, both common and preferred, offers promise of a good investment. American Cotton Oil, preferred and common, also stand well. The coal stocks, and especially Delaware and Hudson, bought on reactions, ought to be profitable. (2) The slump in Copper was justified by the vast inflation of all copper properties. I advise against the purchase.

"G." Omaha, Neb.: The promise of a great harvest in the West is, as you say, a bull point. But even blessings have their temporary drawbacks. A great harvest will require much more money to move the crops than would be required if the harvest were small. Many optimistic financiers insist that there will be but a small diversion of funds to the West from the depleted money centres of the East, but the evidence to establish the truth of this contention has not appeared to me.

"Reader," Chattanooga, Tenn.: The earnings of Louisville and Nashville, as you say, show a good increase, but I do not regard this stock as any better than a three-per-cent. dividend-payer for the time being, and would not care to hold it for a long pull at much more than existing prices. (2) I would not sell my New York Central. (3) Southern Pacific has a speculative value, and an attempt is being made to advance its price. On its merits, as a possible dividend-payer, no great advance is justified.

"G." Poughkeepsie, New York: Mr. Keene's bear prophecy exerted an influence on the market. Keene is a speculator and of course speaks for himself. He is a bear when he is short, and a bull when he is long of the market, and talks accordingly. That is business for him and I don't blame him, for he is a professional operator. (2) You were right in selling out your Leather on the recent rise. Many a man in the stock market is only waiting for the chance that Russell Sage says comes to every man, of getting out without a loss. The old French proverb has a special application to the market: "All things come to him who waits."

"Clerk," New Orleans: The fact that the Secretary of the Treasury had decided to issue gold certificates was in itself suggestive for it indicated that business interests demanded relief of some kind from the Federal authorities. I doubt if this will furnish the required assistance to the money market. That will come only from imports of gold, which will add directly to the volume of our currency. The difficulty is that all the other great commercial nations need gold more than we do, and will do their best to prevent its exportation to us. (2) I am afraid that it will be difficult to pass a bill in the next House of Representatives, with its slender Republican majority, which will definitely place our finances on a gold basis and relegate silver to the background.

"T." Tupper Lake, N. Y.: The *Financial Chronicle*, the weekly reports of mercantile agencies, reports of railroad earnings, and news bearing on industrial prospects and the financial outlook must all be a part of your study, if you wish to deal with wisdom and knowledge on the stock market. This will not give you access to the secrets of cliques, combinations, and promoters, but it will help you to follow the general trend of things. (2) My introductory article, I think, answers your question. I do not believe a bull movement will, if one comes, outlast the spring of the Presidential year. Something, of course, will depend upon the contingencies at home and abroad, and on the probable outcome of the two Presidential conventions. (3) Free liquidation would naturally ease the money market and be helpful for a rise. (4) Much of the talk in the daily papers, in reference to Standard Oil interest in securities that the combinations have to sell, is absolutely without foundation, and it is shameful that financial writers practice this form of deceit as commonly as they do. (5) Your suggestion of a sort of combination of the big operators in favor of a rise has been in the minds of a great many others, but I doubt if it is possible to organize a gigantic stock-market trust. It would take more money than is in sight to control the floating shares of the largely increased list of stocks, industrials included, now being sold. It would be a dangerous game for capitalists to play, for any unfortunate and unforeseen circumstance might give the market a shock it could not withstand, such as it had, for instance, when Garfield was assassinated. It is more likely that large interests may combine in the future, one line of specialties and seek, by advancing these, to strengthen the whole market and give it an upward impulse. The Vanderbilts, the *Rockefeller* gas stocks can be easily boosted by such a concerted effort, but if the public, instead of buying on a rise, finds it convenient to sell, this manipulation will not be effectual. The best thing on which to predicate a rise is a low level of prices warranting an advance, and that we have not had. It is foolish to argue to the contrary when money readily commands six per cent. on the street, while New York Central pays only four per cent., St. Paul five, and Omaha three, as an investment. (6) American Sugar will suffer from the war with the outside refineries. I shall not believe that this war is to end until an authentic statement to that effect is made by the American Sugar Refining Company, or by its opponents. At the outset the former declared that it would make the fight to the finish. This was a sensible conclusion, for if it buys in its competitors it will only put a premium on new and greater competition. If it drives its competitors to the wall it will teach others a lasting lesson. Still, I would not sell Sugar short.

JAMPER.

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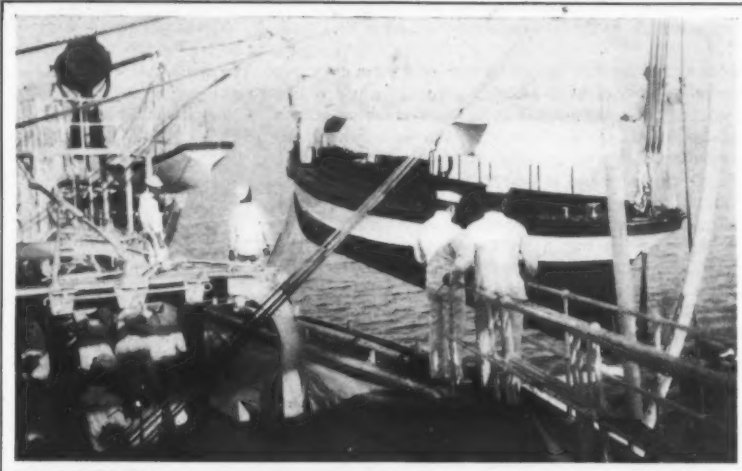
DR. W. E. PITMAN, Lynchburg, Va., says: "I have used it in nervous depression and dyspeptic troubles, with good result."

Summer Feeding

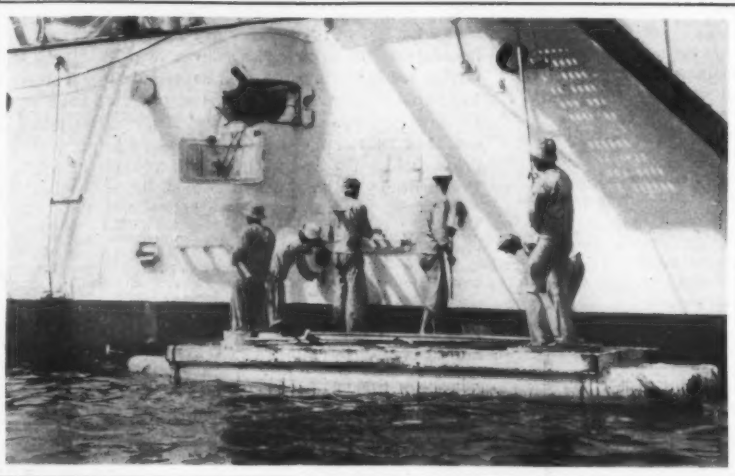
for infants necessitates the greatest caution and careful study of conditions. Care in diet, first and last. The use of Gail Borden Eagle Brand Condensed Milk has largely simplified this problem. Beware of unknown brands. Get the best.



SWINGING OUT THE WHALEBOATS, READY TO GO ASHORE.



DROPPING OFF THE ADMIRAL'S LAUNCH.



SHINING UP THE SHIP IN READINESS FOR THE NAVAL PARADE.



LETTING OUT THE WHALEBOATS AND PUTTING UP AWNINGS.

PUTTING THE "OLYMPIA" IN TRIM FOR THE GREAT NAVAL PARADE.

THE JOLLY TARS ON THE ADMIRAL'S FLAG-SHIP, HAPPY AT THE THOUGHT OF THEIR APPROACHING WELCOME.
TAKEN SPECIALLY FOR "LESLIE'S WEEKLY" BY J. C. HEMMENT.—COPYRIGHTED, 1899.

The County Fair.

THE county fair is once more with us. In the Middle States and in New England it has been, for two generations at least, as permanent an institution as Thanksgiving Day. It arrives

"When the yaller's on the pumpkin, and the frost is on the vine" with unfailing regularity. It is the one thing—and has been valuable on that account—that brings the people of all the towns and hamlets in its territory socially together. The politician, especially the actual or expectant Congressman, is sure to be an important figure in its inclosure on one of the days of its exhibitions, when none of his smoking constituents will need to go short of a cigar, and none of the others will miss his confidences and his smiling and effusive handshake.

The railroads that lead to the fair, whether it be at the county seat or a central town, are crowded with rural folks now. And so are the country cross-roads and highways. The long procession of farmers and their families and the mile's-length cloud of dust to and from the fair entrances—how familiar they are! These good folks come mostly with huge baskets of luncheon; enough frequently for twice their number, so as to serve, perhaps, possible guests, and they eat the food picnic fashion in

their wagons, or spread out on blankets on the grass. Some, to be sure, take a *table d'hôte* course at the near-by inn, along with the summerer from the city—which will make it presumptive that they are familiar with the best decorum and style.

The features of county fairs are now a part of the furniture of all our minds. Their perennial alikeness is never broken. Unless a new invention comes, as the bicycle did, not long ago, nothing varies them. Around the fences of the grounds are hitched the horses of motley turn-outs, from the most primitive farm-wagon to the fashionable buggy and carriage. From some of the plainer wagons projects the stored-away hay baiting for the team, making the rows of vehicles all the more picturesque.

One feature of the fair has indeed faded out—the old time plowing-match. For there are now no oxen, or not enough to speak of. The mowing-machine, which they were unfitted for, dismissed them from the farm. But what Josh Billings called the "agricultural hoss trot" still remains. In fact, the enlargement of this, by bringing in horses of note from far away, through tempting premiums, has done much toward bankrupting some of the fair associations. You will still see neat stock, sheep, swine and poultry, farming implements, etc. In the tent, or floral hall, will be the flowers, fruits, and vegetables, particu-

larly the pumpkins and squashes, with samples of corn and other grains. The ladies' needle-work and the ubiquitous and more or less "crazy" bedquilts—the very ones we saw twenty-five years ago—are there in force, and natural as life itself.

The side-shows and the multiplied fabrics; the "learned pig," who beats you at cards; the fat woman, the cosmorama views, the merry-go-round, for the young children and adolescents; the whip-seller, who so magically exploits his sample whip—none of these, or their like, is missing. If the county fair should last for centuries they would still be there, and the pop-corn man, and various peripatetic merchants besides. But the orator of the occasion, who generally tells us what he doesn't know about farming, is not now so much in evidence. The fair frequently gets along without him with no apparent detriment to the coming year's crops.

There is a rumor, lately breathed about, that the fair itself is beginning to get ready to depart—that it has in reality outlived its usefulness. The rumor comes from New Jersey, but it may be true nevertheless. Two years ago it was said there were but four county fairs in that entire State where they were once numerous; and, it was added, "the most ancient and successful of all county fairs held in the United States was not on the showing list." After fifty years of success "this fair goes to the wall bankrupt." There are other neighborhoods, too, besides New Jersey where the fairs have been given up, and the fair properties are for sale. As for the cause of all this, an undisputed opinion, perhaps, cannot be given. Some charge it upon the expensive horse premiums; some upon high charges of admission. It is said that in the middle West what are called "street fairs" have been having for a year or two past a considerable vogue. These are got up by the business men of a town, who make up purses for prizes, which are given to the winners in certain contests of speed or skill. Rope-walkers and balloonists and musical bands of various kinds are engaged as attractions, while the merchants have their booths for displaying goods in full view—the sport and business all going on in the most public streets. Where such fairs are held the county agricultural show must be either displaced entirely or greatly weakened.

It may be, however, that the world has become more diversified of late, and has more and better pleasures accessible. Conveyance in multiplied and speedy ways brings everything now within the reach of the remotest calls. When the county fair began it was the one great yearly resource for people who were without railroads or the daily paper. The exchange of domestic news has now better instruments, and it has, therefore, less appetizing gossip to offer. The popular play which represents it on the theatre boards may some day be given to a generation that never actually knew it. JOEL BENTON.

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A FORTUNATE AFTER-THOUGHT.
TRAMP—"An' plaze, yer honor, have yez a
 pair o' shoes for a poor mon?"
Mennimilgun—"Nora, bring down those
 half-worn gaiters in my closet. There—hold
 on a minute, though! Nora, take out the lac-
 ings. There's a good deal of wear in them yet."
 —Judge.

PRIMA-FACIE EVIDENCE.
CRAWFORD—"What made your wife think
 she gave too much for those things she bought
 at auction?"
Crabshaw—"After they were knocked down
 she discovered that she had been bidding
 against herself."—Judge.



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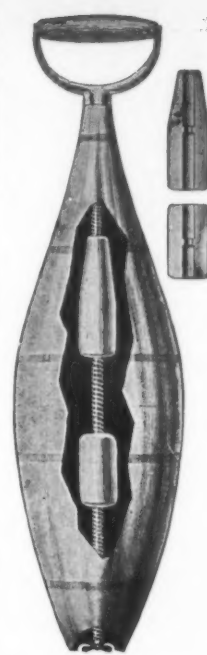
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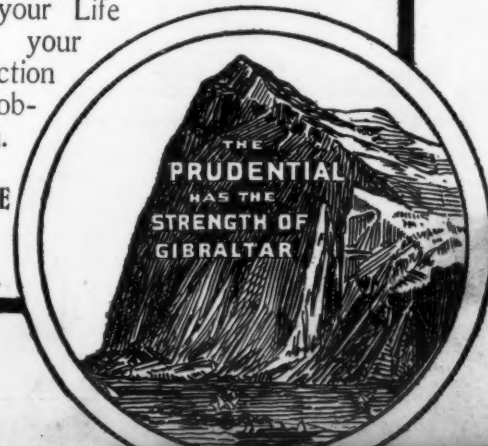
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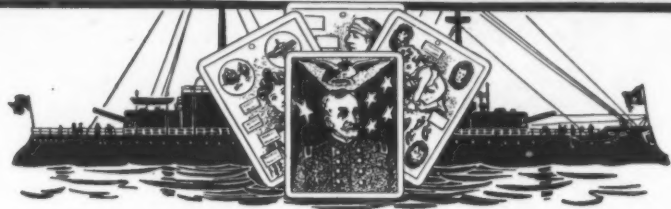
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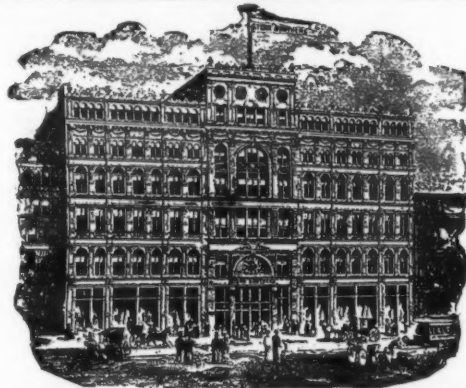


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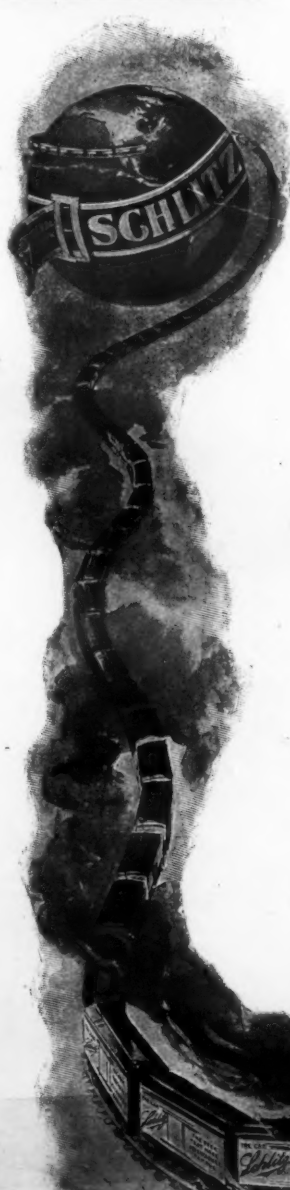
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OF THE TASMANIAN BLUE GUM TREE

Hyomei Antiseptic Skin Soap

The First Toilet and Medicinal Soap ever made by the new Process

NO MORE DANGER TO BE FEARED

From Rancid Oils, Diseased Fats, Grease or Dangerous Alkali

HYOMEI ANTISEPTIC SKIN SOAP

Is the most perfect Toilet and Medicinal Soap ever known

and the first one to be manufactured by the new process. Made from the fresh, green leaves of the Tasmania Blue Gum Tree, and containing all its fragrant, well-known healing and antiseptic qualities, this soap will be a revelation to users. As a skin food it has no equal. It acts not only as a cleanser and preventive against disease; but cures all cutaneous affections in a short time. It gives a rich, creamy lather, an invigorating and refreshing odor, and leaves the skin soft, white and velvety.

FREE SAMPLES

THE R. T. BOOTH CO. have prepared 200,000 cakes of the New Soap for the readers of this paper, and will forward one to any part of the country on receipt of 2c. stamp for postage.

HYOMEI ANTISEPTIC SKIN SOAP is sold by all druggists. Price 25c. If your druggist does not keep it, we will send by mail on receipt of price.

THE R. T. BOOTH CO.
ITHACA, N. Y.

